

St Leonards Telstra Exchange

Environmental Impact Statement – Build to Rent

524-542 Pacific Highway, St Leonards

Home Apartments



 Ethos
Urban

 home

Prepared by Ethos Urban
Submitted for Home Apartments

2 November 2023 | 2210028



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

Contact	Tom Goode Director	tgoode@ethosurban.com
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Tom Goode 02/11/2023

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DD. Construction and Demolition Waste Management Plan	<i>Elephants Foot</i>

Appendix		Author
EE.	HAZMAT Survey	Tetra
FF.	Aboriginal Cultural Heritage Assessment Report	COMBER
GG.	Statement of Heritage Impact	COMBER
HH.	Historical Archaeological Assessment	COMBER
II.	Social Impact Assessment	Ethos Urban
JJ.	Electrical Infrastructure Report	Shelmerdines
KK.	Aviation Report	AVLAW
LL.	Engagement Report	Ethos Urban
MM.	Economic Impact Assessment	Ethos Urban
NN.	Letter of Offer	Home Apartments
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EIS Declaration

Project Details

Project Name	St Leonards Telstra Exchange Redevelopment
Application Number	SSD-35613707
Land to be Developed	524-542 Pacific Highway, St Leonards

Applicant Details

Applicant Name	Home Apartments
Applicant Address	175 Pitt Street, Sydney NSW 2000

Prepared by

Name	Sarah Papalia	Jim Murray
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Address	Level 4, 180 George Street, Sydney NSW 2000	

Declaration

Name	Tom Goode
Qualifications	BAPlanning
Registration Number	4190
Organisation Registered With	Planning Institute of Australia

The undersigned declares that this EIS:

- has been prepared in accordance with the Environmental Planning and Assessment Regulation 2021;
- contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates;
- does not contain information that is false or misleading;
- addresses the Planning Secretary’s environmental assessment requirements (SEARs) for the project;
- identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments;
- has been prepared having regard to the Department’s State Significant Development Guidelines - Preparing an Environmental Impact Statement;
- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development;
- contains a consolidated description of the project in a single chapter of the EIS;
- contains an accurate summary of the findings of any community engagement; and
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signature 

Date 2 November 2023

Executive Summary

Purpose of this Report

This Environmental Impact Statement (**EIS**) has been prepared on behalf of Home Apartments (Home) in support of a State Significant Development Application (**SSDA**) made to the Department of Planning and Environment (**DPE**) for the redevelopment of the Telstra Exchange Site at 524-542 Pacific Highway, St Leonards (the site).

The SSDA seeks development consent for a mixed-use build-to-rent development, comprising a total of 282 dwellings (including 10 key worker housing units, 84 rooms for short term accommodation and ground level retail and active uses. In addition, the proposal also seeks the retention and integration of the existing Telstra Exchange building and important telecommunication infrastructure within.

This report responds to the project-specific Secretary's Environmental Assessment Requirements (**SEARs**), issued by the NSW Department of Planning and Environment (**DPE**). It analysis the project site, the strategic context (including consistency with the relevant planning guidelines and strategies), the relevant statutory context, as well as anticipated environmental impacts and mitigation measures, and the community and stakeholder engagement undertaken to date.

In doing so, this EIS confirms that the proposed development will not give rise to unacceptable environmental impacts and is supportable from a planning perspective. It finds that the proposed development:

- is consistent with the relevant strategic planning framework and guidelines;
- is consistent with the relevant statutory legislation and requirements;
- will not generate unreasonable environmental impacts; an
- is suitable for the site, and in the public interest.

Site Overview

The site is located within the St Leonards centre, which has been earmarked by the State Government as a rapidly growing and evolving precinct, which has a key role to play in the provision of housing and employment, particularly given its location to the commercial centres of the Sydney CBD. North Sydney, Chatswood and Macquarie Park.

The site is located at 524-542 Pacific Highway, St Leonards within the Lane Cove Local Government Area (**LGA**). The site comprises eight separate allotments and is irregular in shape, with a total combined area of 1,671m². It is currently occupied by the Telstra Telephone Exchange on the eastern portion of the site, which is a critical piece of telecommunication infrastructure housed within a three-storey red brick building fronting the Pacific Highway with six storeys to the south of the site. It is the nodal point for Sydney's North Shore and is ranked as the second highest order of significance within the Telstra network and therefore, cannot be demolished, relocated or used for support in the construction of the proposed development.

In addition, the site also comprises four commercial buildings, which are characterised as being aged, deteriorated and well-beyond their economic lifespan, The consolidation of the eight allotments presents significant redevelopment opportunities to revitalise the site, which currently portrays a substantial 'gap' in the contemporary built forma long the Pacific Highway in the evolving precinct.

Project Background

The project comprises the redevelopment of the site subject to a concurrent State Led Rezoning and State Significant Development Application submitted to the DPE under Method 3 of the Priority Assessment Program (**PAP**), which is intended to facilitate the efficient assessment and determination of strategically significant projects that have a positive impact.

The concurrent State Led Rezoning has been submitted to the DPE and will facilitate amendments to the *Lane Cove Local Environmental Plan 2009* (Lane Cove LEP) in line with the St Leonards Crows Nest 2036 Plan (2036 Plan). Specifically, the proposed amendments will include the following:

- Rezoning of the site from E2 Commercial Centre to MU1 Mixed Use.
- Increase the maximum building height from 72m to 155m.
- Establish a minimum non-residential floor space ratio of 2.3:1.

It is noted that the maximum FSR on the site will remain as per the existing Lane Cove LEP control of 17.1:1.

This SSDA has been submitted and designed accordingly with the proposed amendments at the site provided under the State Led Rezoning and the accompanying Design Guide document, which sets out the built form parameters, akin to a Development Control Plan.

Project Overview

This SSDA seeks approval for a mixed-use development comprising, build-to-rent housing (BTR), short term accommodation and retail land uses. Specifically, the proposed development comprises the following works:

- Site preparation and excavation.
- Retention and integration of the existing Telstra Exchange Building.
- Construction of a new 42-storey mixed-use development, comprising:
 - 21,472m² of build-to-rent housing across 34 storeys, including 272 dwellings.
 - 3,840m² of non-residential space within an 8-storey podium including ground level retail and short stay accommodation.
 - 721 m² of Key Worker Housing across 1 level, within the podium, delivering a total 10 dwellings to be managed as part of the build to rent development.
 - 2,014m² of community amenity facilities throughout the building.
- Residential lobby accessed via Christie Street and separate short term accommodation lobby accessed via Pacific Highway.
- Podium car parking and loading area with vehicular access via Christie Street, comprising a 48-space car stacker;
- Associated landscaping and public domain works; and
- Augmentation of, and connection to, existing utilities services as required.
- Stratum subdivision of the proposed development and the Telstra building

It is noted that the demolition of all existing structures on site (apart from the Telstra building) was approved by Lane Cove Council on 28 August 2020 (DA86/20). Therefore, demolition does not form part of this application, with the exception of minor demolition works of internal partitions and walls at the Telstra Exchange building.

To facilitate the proposed development, amendments to the *Lane Cove Local Environmental Plan 2009* (Lane Cove LEP 2009) are being sought via a concurrent State Led Rezoning to rezone the site from B3 Commercial Core to B4 Mixed Use and to increase the maximum building height of 72m to 155m. The FSR of the site will remain as per the existing Lane Cove LEP 2013 maximum FSR of 17.1:1.

Strategic Context

In response to both the state and local strategic planning framework, the proposed development will deliver a new mixed-use development, comprising build-to-rent housing, short term accommodation and retail land uses. It will assist with housing supply and diversity, as well as respond to the existing capacity constraints and expected population growth within the Lane Cove LGA.

Specifically, this SSDA is a direct result of the St Leonards and Crow's Nest 2036 Plan (2036 Plan), a strategic document finalised by the DPE in 2020, which guides the future redevelopment within the precinct. The 2036 Plan specifically identifies the site for significant uplift and redevelopment as a mixed-use building.

The project's status as a state-led rezoning, as well as the site's location on a prominent corner within St Leonards clearly shows that the site has an important role to play in realising the role St Leonards has as a future high-density mixed-use commercial and residential precinct.

Additionally, the proposed development delivers on the vision, objectives, and actions of the 2036 Plan, particularly through the provision of build-to-rent housing which the 2036 Plan specifically identifies as having strong potential to deliver key public benefits for the community, including greater housing choice in a stable-rental environment.

Overall, the redevelopment of the site for mixed uses is consistent with the evolving development landscape of the St Leonards precinct. It will increase patronage of key public transport infrastructure (Sydney Trains and Metro) by providing employment floor space and build-to-rent housing within the St Leonards centre as well as providing upgraded community spaces, and enhanced retail amenity.

The proposed development clearly aligns with the strategic planning framework identified for the precinct. A detailed assessment of the strategic context is provided in **Section 3.0**.

Statutory Context

This EIS has been prepared in accordance with the requirements of the EP&A Act and Regulation and is subject to a state-led rezoning of the Lane Cove LEP to facilitate the SSDA. The following amendments to the Lane Cove LEP are proposed:

- Rezone the site from E2 Commercial Centre to MU1 Mixed Use.
- Increase the maximum building height from 72m to 155m; and
- Establish a minimum non-residential floor space ratio of 2.3:1.

It is noted that the site's existing floor space ratio of 17.1:1 under the Lane Cove LEP is not proposed to be amended.

The State Led Rezoning is accompanied by a Voluntary Planning Agreement Letter of Offer to Lane Cove Council (**Appendix NN**), which proposes the following:

- Monetary contribution of \$3.6 million to be used at Council's discretion.
- Delivery of 10 key worker housing units to be located on one floor within the podium and to be owned and managed by Home for 15 years as part of the broader BTR development.

In addition to the abovementioned public benefit offers, Home recognises that both the Housing and Productivity Contributions (HAP) and Section 7.11 Development Contributions will apply to the site and will be paid accordingly. The state-led rezoning and the SSDA are proposed to be exhibited concurrently or close together. The SSDA cannot be determined unless the state-led rezoning has been gazetted and the Lane Cove LEP 2009 amended to include the changes outlined above.

The permissibility and statutory context of the proposed development are further discussed in **Section 5.0**.

Engagement

Consultation has been undertaken with a number of stakeholders and relevant agencies, including Lane Cove Council, the former Greater Cities Commission (GCC), Transport for NSW (TfNSW), and the Infrastructure Assessment Unit. It is also noted that the proponent met with the DPE's Planning Delivery Unit weekly during the preparation of the state-led rezoning and SSDA.

Additionally, and key to the development design, the project team met with the NSW Government Architect's State Design Review Panel (SDRP) on four occasions. The feedback received from the SDRP has been considered by the project team during the preparation of the state-led rezoning and SSDA. It is also noted that meetings were held with Telstra (tenant) and AMA House (southern neighbour).

Consultation and engagement with local Aboriginal community groups and the wider community has also been undertaken prior to lodgement of the state-led rezoning and SSDA. The key issues raised during the consultation process related to traffic and parking, construction impacts, built form, and overshadowing. These issues have been considered in the design of the project and further detailed in **Section 6.0**.

Environmental Impacts and Mitigation Measures

This EIS provides an assessment of the environmental impacts of the project in accordance with the SEARs and sets out the undertakings made by Home to manage and minimise potential impacts arising from the development. The key environmental matters identified include:

- Built form and urban design;
- Public Domain and Landscaping;
- Residential amenity;
- Traffic, parking and access;
- Visual and view impact;
- Overshadowing and solar access;
- Wind impacts;
- Social and economic impacts; and
- Construction works

The proposed development has been assessed in each of these instances by technical experts across a range of disciplines as guided by the SEARs and industry best practice. These assessments confirm that while there may be potential impacts resulting from the change of the existing site conditions, and impacts can be appropriately managed and mitigated.

On balance, the proposed development is in the public interest and will not result in any unacceptable or unreasonable social, economic, or environmental impacts that cannot be appropriately managed by implementing the recommended mitigation measures and appropriate conditions of consent.

Conclusion and Justification

This EIS comprehensively addresses the SEARs and demonstrates that the potential impacts of the development are acceptable and are able to be managed. Having regard to biophysical, economic, and social considerations, including the principles of ecologically sustainable development, the carrying out of the project is justified for the following reasons:

- The proposal will facilitate the redevelopment of the site for the purposes of build-to-rent housing, accompanied by short term accommodation and retail land uses. It will deliver important social and economic benefits to the community by contributing to housing diversity, stability and affordability for Sydney's growing population;
- The proposal has been carefully designed to provide a contextual response to its setting and minimise perceived bulk and scale impacts to the streetscape and adjoining properties;
- The contemporary built form will significantly improve the architectural contribution to the public domain in comparison to the existing structures on site, which are significantly aged and underutilised;
- The proposed development provides a high-quality architectural design that will contribute to a safe, secure and active environment;
- The proposed development is a direct response to the strategic vision and objectives for the St Leonards precinct, specifically the St Leonards and Crows Nest 2036 Plan, which identifies the site for mixed-use development and significant uplift; and identifies build-to-rent housing as a public benefit to be encouraged and promoted within the area;
- The proposal will generate significant economic investment, it will deliver 3,840m² of non-residential floor space, and will generate a total of 40 direct operational jobs, which is a significant increase to what is currently on the site;
- The proposal will facilitate the delivery approximately 2,014m² of communal open space and amenity areas, as well as public domain improvements, particularly to the south of the site at Nicholson Lane;
- The SSDA built form is compliant with the land use zoning and development standards proposed within the concurrent state-led rezoning and design guidelines;

- The proposal is consistent with the principles of ecological sustainable development as defined by Section 190 of the *Environmental Planning and Assessment Regulation 2021*.

Given the planning merits of the proposal, the proposed development warrants approval by the Minister for Planning and Public Spaces.

1.0 Introduction

This Environmental Impact Statement (EIS) is submitted to the NSW Department of Planning and Environment (DPE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) in support of an application for a State Significant Development (SSD). This application comprises the redevelopment and renewal of the Telstra Exchange site at 524-542 Pacific Highway, St Leonards (the site) for the purposes of a mixed-use development, comprising Build-to-Rent housing, commercial and retail land uses.

Development for the purposes of Build-to-Rent (BTR) housing within Greater Sydney with a total capital investment value of more than \$50 million on the site, with a tenanted component of at least 60% of the total CIV is identified in Schedule 1 of the *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) and is therefore, declared to be State Significant Development (SSD) for the purposes of the *Environmental Planning & Assessment Act 1979* (EP&A Act). As the proposal is identified as build-to-rent housing, contains a total CIV value of more than \$50 million, and over 60% of the total CIV forms the tenanted component, it is declared SSD.

A request for the issue of Industry Specific Secretary's Environmental Assessment Requirements (SEARs) was sought in November 2021. Accordingly, the SEARs were issued on 28 January 2022.

The report has been prepared by Ethos Urban on behalf of the proponent Home Apartments (Home) and is based on the Architectural Plans and Design Report prepared by DKO Architects (see **Appendix G** and **H** respectively) and other supporting technical information appended to the report (see Table of Contents).

This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, Schedule 2 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), and the SEARs for the preparation of the EIS, which are included at **Appendix A**. The EIS has also been prepared in accordance with the Department's guidelines for SSD applications lodged under Part 4 of the EP&A Act, being the *State Significant Development Guidelines* (November 2021) and the *State Significant Development Guidelines – Preparing an Environmental Impact Statement – Appendix B* (December 2021). This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report.

1.1 The Applicant – Home Apartments

Home is Australia's leading developer in BTR housing, creating high-quality apartments that are purposefully designed and constructed for the rental market. Each Home property focuses on providing a holistic resident experience, featuring professionally managed services. Home will provide residents the opportunity to personalise their homes and will focus on creating a sense of community within the development.

Home properties are held in a portfolio as a long-term investment, allowing residents greater length and security of tenancy, providing contemporary, long-term, high-quality housing options that are designed meets the needs of the one-third of Australians who rent their homes.

Home currently has a diverse portfolio of six fully funded projects underway in Australia, within both Sydney and Melbourne. The Applicant's details are presented in **Table 1** below.

Table 1 Applicant Details

Applicant:	Home Apartments (GFM Investment Group Pty Ltd)
Address:	175 Pitt Street, Sydney NSW 2000
ABN:	75 250 631 336

1.2 Overview of Proposed Development

The project is for the redevelopment of the Telstra Exchange site in St Leonards. It comprises a concurrent State Led Rezoning and State Significant Development Application submitted to the Department of Planning and Environment (DPE) under Method 3 of the Priority Assessment Program (PAP).

Specifically, this SSDA seeks approval for a mixed-use development comprising BTR housing, short term accommodation and retail land uses. Specifically, the proposed development subject to this SSDA comprises the following works:

- Site preparation and excavation.
- Retention and integration of the existing Telstra Exchange Building.
- Construction of a new 42-storey mixed-use development, comprising:
 - 21,472m² of BTR housing across 34 storeys, including 272 dwellings.
 - 3,840m² of non-residential space within an 8-storey podium including ground level retail and short term accommodation.
 - 721m² of Key Worker Housing across 1 level, within the podium, delivering a total 10 dwellings to be managed as part of the build to rent development.
 - 2,014m² of community amenity facilities throughout the building.
- Residential lobby accessed via Christie Street and separate short term accommodation lobby accessed via Pacific Highway.
- Podium car parking and loading area with vehicular access via Christie Street, comprising a 48-space car stacker;
- Associated landscaping and public domain works; and
- Augmentation of, and connection to, existing utilities services as required.
- Stratum subdivision of the proposed development and the Telstra building

It is noted that the demolition of all existing structures on site (apart from the Telstra building) was approved by Lane Cove Council on 28 August 2020 (DA86/20). Therefore, demolition does not form part of this application, with the exception of minor demolition works of internal partitions and walls at the Telstra Exchange building.

To facilitate the proposed development, amendments to the *Lane Cove Local Environmental Plan 2009* (Lane Cove LEP 2009) are being sought via a concurrent State Led Rezoning to rezone the site from B3 Commercial Core to B4 Mixed Use and to increase the maximum building height of 72m to 155m. The FSR of the site will remain as per the existing Lane Cove LEP 2013 maximum FSR of 17.1:1.

1.3 Objectives of the Development

The objectives of the proposed development are to:

- Facilitate the renewal of a constrained and underutilised parcel of land at a critical location in St Leonards at the corner of Pacific Highway and Christie Street.
- Deliver a high-quality, contemporary, activated mixed-use building for living and employment opportunities that supports innovation and the jobs of the future.
- Enhance and activate the streetscape through public domain improvements and the revitalisation of Nicholson Lane as a through site link for passive pedestrians and cyclists, recreation, activation, collaboration and culture.
- Integrate the built form and design with the contemporary urban landscape of the Pacific Highway frontage established by recently constructed development, including Mirvac, New Hope, and JQZ.
- Provide an integrated mixed-use building, comprising build-to-rent housing within an evolving strategic mixed-use precinct.
- Ensure a high level of residential amenity by providing an abundance of communal amenities throughout the building.
- Create a viable commercial presence on the site, at a scale that will support the ongoing and future role of St Leonards as a medical and service-based employment centre.

1.4 Site Overview

The site is the Telstra Exchange at 524-542 Pacific Highway, St Leonards within the Lane Cove Local Government Area (LGA). The site comprises eight separate allotments and has total combined area of 1,671m². **Figure 1** below shows the site and its surrounding context. The site is described in further detail in **Section 2.0** of the report.

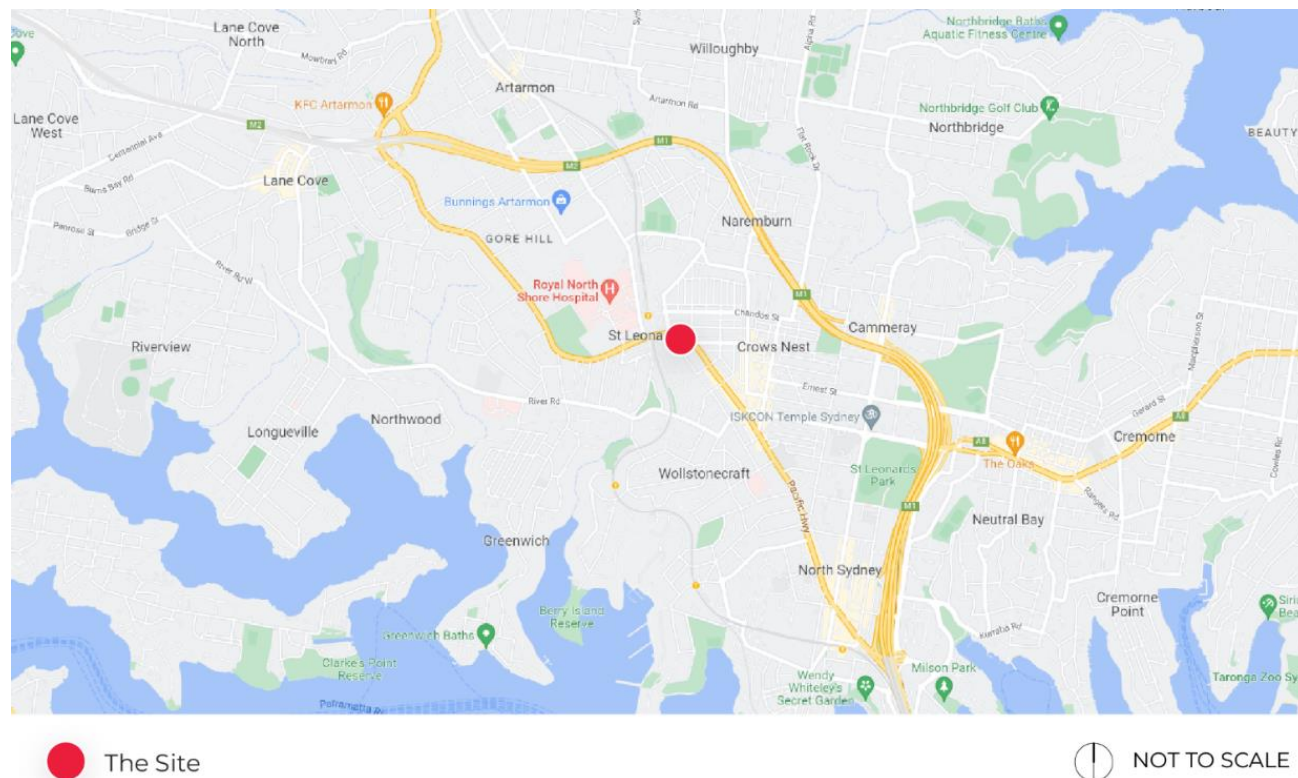


Figure 1 Site Context Map

Source: Google Maps / Ethos Urban

1.5 Background to the Development

1.5.1 Priority Acceleration Program

In March 2021, Home requested the project be included under Method 3 of the DPE Priority Assessment Program (PAP), which facilitates the preparation and assessment of a concurrent State Led Rezoning and State Significant Development Application. The intention of the PAP process is to facilitate the efficient assessment and determination of strategically significant projects that will have a positive impact on the NSW economy by providing employment and housing in key locations.

Table 2 below outlines the proposed amendments to the Lane Cove LEP 2009 submitted with the original PAP application (March 2021), in comparison to the amendments proposed by the State Led Rezoning. It is noted that the project was formally accepted based on the PAP Application in November 2021, which sought to vary the St Leonards and Crows Nest 2036 Plan regarding height and minimum non-residential FSR without undermining the Plan’s vision, objectives and actions.

Table 2 Priority Assessment Program Application

Control	PAP Application	State Led Rezoning
Zone	MU1 Mixed Use	MU1 Mixed Use
Height	155m	155m
FSR	21.3:1	17.1:1
Non-residential FSR	1.16:1	2.3:1

1.5.2 Project History

The site has been subject to a significant amount of planning scrutiny in the recent past. In summary:

- In 2016 Home (formerly Grocon) submitted a Planning Proposal to rezone the site to permit a 53-storey mixed use tower. However, the Council's assessment of the original Planning Proposal was delayed while the DPE prepared the 2036 Plan and Home withdrew the proposal at Council's request to allow consideration of the 2036 Plan.
- In December 2018 following the release of the draft 2036 Plan, the Planning Proposal was resubmitted and following Council's failure to endorse the proposal, a Rezoning Review request was sought on 30 January 2020 as the Council had not supported the request to amend the LEP within the 90 day timeframe.
- In May 2020, the Rezoning Review was not supported by the Sydney North Planning Panel. The Panel cited that the 2036 Plan was 'imminent' and that it would be premature to consider the Planning Proposal without the directions of the 2036 Plan.
- In March 2021, an application for the project to be accepted as part of the DPE's Priority Assessment Program (PAP) was submitted. The PAP application was submitted as Council made it clear that they do not support a mixed-use development at the site, despite the outcomes of the 2036 Plan.
- In November 2021, the project was accepted under Method 3 of the PAP, which allows the concurrent submission of a State Led Rezoning and State Significant Development Application, led by the Department of Planning and Environment with the appointment of the Secretary as the Relevant Planning Authority (RPA) under Section 54(2)(a) of the EP&A Act.
- During 2022, the project team with extensive collaboration and consultation with the NSW State Design Review Panel commenced the detailed design of the project and the preparation of documents with the intention to lodge the application in September 2022.
- Negotiations with Lane Cove Council on the public benefit offer commenced in July 2022, however, due to difficulties coming to an agreement, negotiations continued until July 2023. An independent reviewer (HillPDA) was engaged to review the appropriateness of the offer, which concluded that the offer made was reasonable and anything more would not be feasible for the project.
- In July 2023, an agreement on the public benefit offer was made, which included the dedication of 10 key worker housing units and monetary contributions. It was presented to a Council meeting on 21 September 2023, whereby the Council accepted the offer in principle.

The concurrent State Led Rezoning achieves the vision, objective and actions of the St Leonards and Crows Nest 2036 Plan and is further discussed throughout this report. The key milestones and correspondence between the applicant and Council is provided in **Table 3**.

Table 3 *Project Timeline*

Submission	Date
Original planning proposal lodged with Lane Cove Council (215m height limit).	December 2016
Amended planning proposal lodged with Lane Cove Council (195m height limit)	December 2018
Applicant met with Council officers to discuss key issues and obtain feedback on planning proposal.	October 2019
Supplementary package of information submitted to Lane Cove Council addressing a range of matters raised in the meeting in October 2019.	November 2019
Applicant met with DPE officers (with Lane Cove Council officers present) to discuss planning proposal.	November 2019
Amendment to planning proposal lodged with Lane Cove Council (182m height limit).	December 2019
Supplementary planning letter and letter regarding Telstra's interest in tenanting building lodged with Lane Cove Council	December 2019
Applicant met with Council officers to discuss and obtain feedback on information lodged in late December 2019	January 2020
Request for rezoning review.	January 2020
Sydney North Planning Panel determined to refuse the rezoning review.	May 2020
Applicant met with DP&E officers to discuss the Priority Assessment Program process	December 2020

Submission	Date
Application submitted to DPE requesting the project be accepted under Method 3 of the Priority Assessment Program for a concurrent State Led Rezoning and State Significant Development Application for a new build-to-rent development. The following was proposed:	March 2021
<p>State Led Rezoning:</p> <ul style="list-style-type: none"> • Rezone the site from E2 Commercial Centre to MUI Mixed Use; • Increase the maximum building height from 72m to 155m; • Maintain FSR of 17.1:1; and • Establish a minimum floor space ratio of 1.16:1. 	
<p>State Significant Development Application:</p> <ul style="list-style-type: none"> • 320 build-to-rent apartments; • 1,939m² commercial office space; • 120m² retail space • Podium car parking, comprising 160 spaces within a car stacker 	
Project accepted under Method 3 of the Priority Assessment Program, to facilitate a concurrent State Led Rezoning and State Significant Development Application as per the above	November 2021
Request for Industry specific SEARs for Build-to-Rent State Significant Development Application	November 2021
DPE requested clarification on submission relating to building height, FSR and project ownership	December 2021
Confirmation provided to DPE of the project scope being based on a building height of 42 storeys (155m), total FSR of 17:1 with minimum non-residential of 1.16:1, and 320 BTR apartments.	January 2022
Industry specific SEARs received for Build-to-Rent development	January 2022
Study Requirements for State Led Rezoning received	March 2022
First SDRP Meeting (155m height limit and 1.16:1 non-residential FSR)	March 2022
Appointment of new architectural team following internal Design Competition: DKO Architects	March 2022
Second SDRP Meeting (155m height limit and 3:1 FSR)	April 2022
Third SDRP Meeting (155m height limit and 3:1 FSR)	June 2022
First meeting held with Council on the subject of the public benefit offer	July 2022
Fourth SDRP Meeting (155m height limit and 3:1 FSR)	August 2022
Initial public benefit offer was submitted to Council, which included the embellishment of Nicholson Lane, BTR extended lease tenure, coworking space, key worker housing, and the payment of conditions	August 2022
Meeting with Council in relation to the public benefit offer where Council confirmed that 5% of affordable housing equates to 2 apartments	September 2022
Revised Public Benefit Offer submitted to Council, which included the Homes for Homes Agreement. Valuation of the offer was also submitted to Council.	September 2022
Third meeting with Council where Council reneged on their position and stated that 5% of affordable housing is based on the total development GFA.	September 2022
Weekly meetings with Council relating to the public benefit negotiations were undertaken in October where no progress on the negotiations were made.	October 2022
Due to difficulties in the negotiations, HillPDA was engaged as an independent reviewer to determine the reasonableness of the public benefit offer. As instructed by DPE, the assessment of the public benefit was undertaken on the basis that the amendments were made to the Lane Cove LEP and not the 2036 Plan.	December 2022
HillPDA undertook a second analysis of the public benefit offer, which confirmed that the offer was the maximum the project could withstand feasibly and was considered reasonable	May 2023
Home amended the offer to include 6 key worker / affordable housing units.	May 2023
Home further amended the offer to include 10 key worker / affordable housing units.	July 2023
The public benefit offer was presented to a Council Meeting on 20 September 2023, whereby the offer was accepted in principle.	September 2023

1.5.3 Concurrent State Led Rezoning and Public Benefits

A State Led Rezoning has been prepared and submitted concurrently to the Department of Planning and Environment, seeking amendments to the Lane Cove LEP. The proposed amendments are a direct response to the state and regional planning framework, which identify St Leonards as an evolving urban renewal precinct that can accommodate additional jobs, housing, and infrastructure. The proposed amendments specified below will be gazetted under a self-repealing State Environmental Planning Policy (SEPP), which will amend the Lane Cove LEP. The proposed amendments are:

- Rezone the site from E2 Commercial Centre to MU1 Mixed Use;
- Increase the maximum building height from 72m to 155m; and
- Establish a minimum non-residential floor space ratio of 2.3:1.

It is noted that the site's existing floor space ratio of 17.1:1 under the Lane Cove LEP 2009 is not proposed to be amended.

The State Led Rezoning is accompanied by a Voluntary Planning Agreement Letter of Offer to Lane Cove Council, which proposes the following public benefits:

- A monetary contribution to Council of \$3.6 million towards Council's provision of local infrastructure; and
- The provision of 10 affordable housing units for key worker housing within the podium that will be owned and managed by Home as part of the BTR offer.

In addition to the abovementioned public benefit offers, Home recognises that both Housing and Productivity (HAP) Contributions estimated at \$3,000,000 and Section 7.11 Development Contributions of an estimated \$6,200,000 will apply to the site and be paid accordingly.

The public benefit offer was presented to Lane Cove Councillors at a Council meeting on 21 September 2023, which resolved that the formalisation of a Voluntary Planning Agreement will commence post exhibition of the State Led Rezoning and State Significant Development Application and will be undertaken in accordance with the consultation strategy outlined in the Letter of Offer (**Appendix NN**). Minutes of the Council Meeting is provided at **Appendix OO**.

1.5.4 Previous Approvals

On 28 August 2020, development consent (DA86/2020) was granted approval by Lane Cove Council for the demolition of the four existing commercial buildings at 536-542 Pacific Highway, St Leonards. It is emphasised that the Telstra Exchange building will be retained and untouched as part of the redevelopment.

1.6 Related Development

As detailed in **Section 4.0**, the proposal will facilitate the construction of a new mixed-use build-to-rent housing development, which comprises ground level retail premises. It is acknowledged that the detailed fit-out of the retail and food and beverage premises are not sought as part of this application, and therefore, subsequent planning applications will be undertaken in the future.

Additionally, it is noted that a signage strategy is likely to be prepared and lodged separately to detail the signage numbers, content, zones, locations, and sizes.

1.7 Build-to-Rent Housing

'Build-to-Rent' is a new asset class in Australia that improves housing diversity and quality for both renters and institutional investors. BTR schemes are defined as housing that is purpose designed and built for renting, typically offering longer rental terms and onsite support, with leases centrally and professionally managed by a single entity. It is a major contributor to housing supply globally, with widespread adoption in the US and Europe.

Build-to-rent provides an alternative choice of housing for the growing number of renters in Australia, improving housing diversity by providing a secure rental home for those saving to buy their home or for those who choose to rent long term. Key characteristics of 'build-to-rent' projects typically include the following:

- Purpose built: Build-to-rent housing projects are constructed explicitly for providing residential rental accommodation, with a focus on shared communal amenities and services.
- Scale: Build-to-rent projects typically contain a minimum of at least 100 dwellings.
- Centralised ownership: All the dwellings within a build-to-rent project are held as a whole asset under singular ownership and are not subdivided.
- On-site management: Build-to-rent schemes typically include dedicated onsite management staff to support residents and day-to-day site operations.

The *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) sets parameters that define build-to-rent housing and establishes the relevant non-discretionary development standards for designing and assessing build-to-rent housing. It is noted that the Housing SEPP enables flexible application of certain provisions of the NSW Apartment Design Guide (ADG) to reflect the more communal nature and management of build-to-rent housing. A detailed assessment of the proposal against the Housing SEPP is provided in **Section 5.5.1**.

As owner and long-term manager of both the commercial and residential components of the proposed development, Home has a strong long-term interest in maximising positive outcomes for the site and will maintain a high degree of control over the operation of the project to maximise environmental impacts on surrounding receivers, whilst enabling the creation of a truly mixed-use building.

2.0 The Site

2.1 Site Location and Context

The Telstra Exchange site is situated within the Lane Cove Local Government Area (LGA), close to the boundary of both North Sydney and Willoughby LGAs (see **Figure 2**). Located just 6km north of the Sydney CBD, within Sydney's Lower North Shore, St Leonards has a key role to play in the provision of housing and employment, given its proximity to the commercial centres of the Sydney CBD, North Sydney, Chatswood, and Macquarie Park.

The St Leonards Centre has recently been undergoing a transition from smaller, aging commercial buildings to new multi-storey, mixed-use development. The area immediately surrounding the site is undergoing wholesale renewal. To the north, 'The Forum', the foundation of the urban renewal at St Leonards, now acts as its commercial, retail and transport hub.

St Leonards is growing rapidly in stature as a hub for healthcare, medical research, and educational establishments. Specifically, these include services at or allied to the expanded, multi-billion-dollar Royal North Shore Hospital, the North Sydney Medical College and North Sydney TAFE (St Leonards Campus). This proposal supports St Leonards' status as a Strategic Centre through the provision of a mixed-use development providing diverse housing supply and employment floor space.

The site sits as part of a string of sites that have recent undergone (or are undergoing) urban renewal facilitated by Council rezoning, including JQZ (west) and New Hope and Mirvac (east). Importantly, these renewal sites create a strong built form presentation to the Pacific Highway and have created a laneway linkage that is discontinued at the southern boundary of the site at Nicholson Lane.

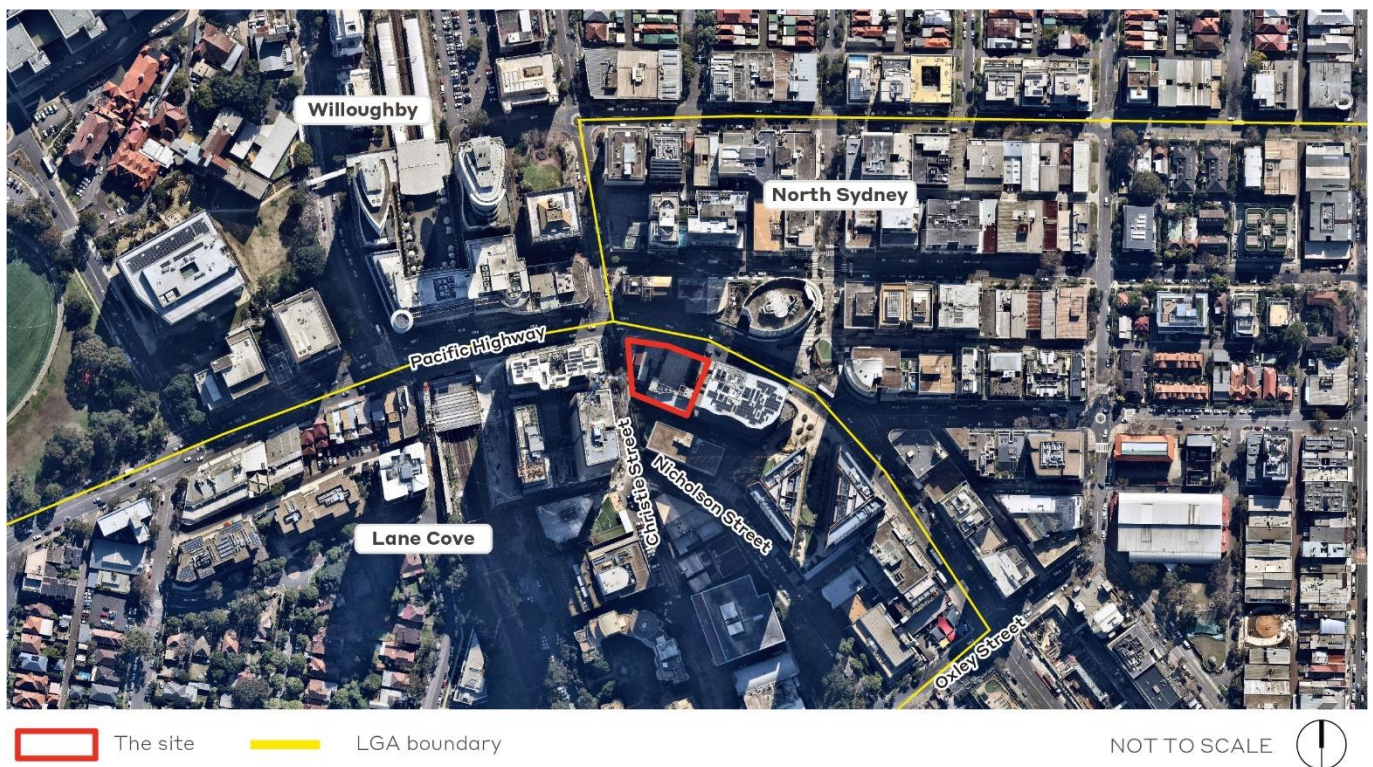


Figure 2 Locational Context

Source: Nearmap / Ethos Urban

2.2 Site Description

The Telstra Exchange site (the site) comprises eight separate allotments and is located on the corner of the Pacific Highway and Christie Street. The site adjoins the existing AMA commercial building to the south, and the Landmark by New Hope residential building to the east.

524-530 Pacific Highway are owned by Telstra Corporation and 536-542A Pacific Highway are owned by Perpetual Corporate Trust Limited, however, are all under the control of Home Apartments. Their legal description is detailed in **Table 4** below. The lots have a combined area of 1,671m², forming an irregular, consolidated development parcel (refer to **Figure 2**).

Table 4 Legal Property Description

Address	Legal Description	Owner
524-530 Pacific Highway	Lot 7 Section 17 DP 3175	Telstra Corporation
	Lot 8 Section 17 DP 3175	Telstra Corporation
	Lot 9 Section 17 DP 3175	Telstra Corporation
	Lot 1 DP 433297	Telstra Corporation
536 Pacific Highway	Lot D DP 377423	Perpetual Corporate Trust Limited ACN 000 341 533 as custodian for GFM Investment Group Pty Limited ACN 609 143 035 in its capacity as trustee of GFM Home Trust Subtrust No. 2
538 Pacific Highway	Lot C DP 377423	Perpetual Corporate Trust Limited ACN 000 341 533 as custodian for GFM Investment Group Pty Limited ACN 609 143 035 in its capacity as trustee of GFM Home Trust Subtrust No. 2
540 Pacific Highway	Lot B DP 377423	Perpetual Corporate Trust Limited ACN 000 341 533 as custodian for GFM Investment Group Pty Limited ACN 609 143 035 in its capacity as trustee of GFM Home Trust Subtrust No. 2
542-542A Pacific Highway	Lot A DP 377423	Perpetual Corporate Trust Limited ACN 000 341 533 as custodian for GFM Investment Group Pty Limited ACN 609 143 035 in its capacity as trustee of GFM Home Trust Subtrust No. 2

2.3 Key Features of Site and Surrounds

2.3.1 Existing Development on the site

The eastern portion of the site is currently occupied by the St Leonards Telstra Telephone Exchange. This critical piece of telecommunications infrastructure is the nodal point for Sydney's North Shore, ranking as the second-highest order of significance within the Telstra network. The Exchange also serves a key role in the Federal Government's NBN rollout, housing NBN networking equipment and employees. The Telephone Exchange therefore, cannot be demolished, relocated or used for support in the construction of any new structure. The Telephone Exchange Building is a three-storey red brick building fronting the Pacific Highway with six storeys to the south of the site.

The amalgamated site is built to the eastern and western site boundaries and includes at-grade vehicle parking, accessed from the Pacific Highway. It is noted that the critical infrastructure associated with the Telephone Exchange is housed within the three-storey component of the structure, with an underground cabling network of up to two storeys below, both of which must remain untouched during construction.

The western portion of the site is currently occupied by four attached two-storey buildings, which contain small-scale mixed commercial tenancies. These buildings are now ageing and beyond their used by date and no longer reflecting the character of St Leonards, which is now evolving and growing to support an increased density and diversity of land-uses. Redevelopment at the site provides an opportunity for revitalisation in what is currently a substantial 'gap' in the contemporary built form along the Pacific Highway in this evolving precinct.

Importantly, none of the buildings on the site are listed as heritage items and the site is not located within a heritage conservation area. Photographs of the existing development on site are provided at **Figure 3** and **Figure 4** below.



Figure 3 Existing Telstra Exchange Building from Pacific Highway to the north

Source: Ethos Urban



Figure 4 Existing retail/commercial buildings from Pacific Highway to the north

Source: Ethos Urban

2.3.2 Site Access and Transport Infrastructure

The site's proximity to significant public transport will facilitate the realisation of Transit Oriented Development (TOD) on the site. Transit Orientated Development ('TOD') is a planning concept that promotes high-quality, medium to high-density mixed-use development, thereby locating residents and workers within a comfortable walk of public transport infrastructure (typically measured at a radius of 800 metres).

Surrounding Road Network

The surrounding street network is summarised below:

- The Pacific Highway is a six-lane arterial road that runs from the Warringah Freeway, through Sydney's northern suburbs.
- Christie Street is a two-lane road with a cul-de-sac at its southern end. The road provides a one-way carriageway from the Pacific Highway and widens to a two-way road on the southern side of Christie Lane.
- Christie Lane is a one-way lane that runs east-west from Lithgow Street to Christie Street. The lane has no on-street parking, but carries a large quantity of pedestrians moving between St Leonards Station and The Forum (via the underground tunnel) and the commercial and residential developments along both Christie Street and Nicholson Street.

Rail

The site's rail connectivity is exceptional, being within 350m of two major railway stations – including the soon to be opened Metro Northwest.

St Leonards Railway Station

The site is located 100m to the south-east of St Leonards Railway Station. St Leonards Station is located on the T1 North Shore Line which provides comprehensive local rail services and onward connections to regional services. St Leonards Station is a major interchange, having one of the highest levels of rail and bus accessibility in the Sydney Metro Area. The site is connected to the station via the underground pedestrian tunnel that is approved and shortly to commence beneath the Pacific Highway from the JQZ development to the west.

Crows Nest Metro Station

The Sydney Metro Rail project, which is currently under construction, will only add to connectivity for future commuters. The new Crows Nest Metro Station will be located within 350m from the site, at the corner of Oxley Street and Pacific Highway in Crows Nest, providing easy walking access to another public transport rail line. The new Sydney Metro line will further increase public transport accessibility to the site.

Bus

The site is also close to a number of high-frequency bus services that travel to the Sydney CBD, greater North Shore, Northern Beaches and Western Suburbs. The proposed upgrade to the St Leonards Bus Interchange as part of the new

St Leonards Plaza will further increase accessibility to the precinct via bus and provide commuters with a more complete service, including easy modal shifts between bus and rail.

Pedestrian Connectivity

Pedestrian movements in the vicinity of the site are facilitated by the paved footpaths and traffic signal-controlled pedestrian crossings at intersections. The existing pedestrian tunnel under the Pacific Highway provides access to the site from St Leonards Station and The Forum, however this is to be augmented by a second underground access via the JQZ development. At grade access to St Leonards Station is also achieved via signalised pedestrian crossings over the Pacific Highway. It is anticipated that new development at the Telstra Exchange site will improve pedestrian access north-south across Pacific Highway.

As part of the Metro Station redevelopment at Hume Street and Pacific Highway, it is anticipated that pedestrian connections south of the Telstra Exchange site to the Metro Station will also be greatly improved.

The proposed development will facilitate increased pedestrian connectivity throughout St Leonards. There is strong potential to embellish Nicholson Lane to the south as a public open space and through site link. This will complete and enhance pedestrian access to Mirvac's St Leonards Square Development and the 88 Christie Street site, which provide substantial public domain and pedestrian linkages in the immediate vicinity of the site.

As illustrated in **Figure 5** below, the proposal aims to enhance these attributes and improve connectivity from the southern side of Pacific Highway to both stations, as well as facilitate local pedestrian access to the high-amenity community and retail offerings of the neighbouring developments.

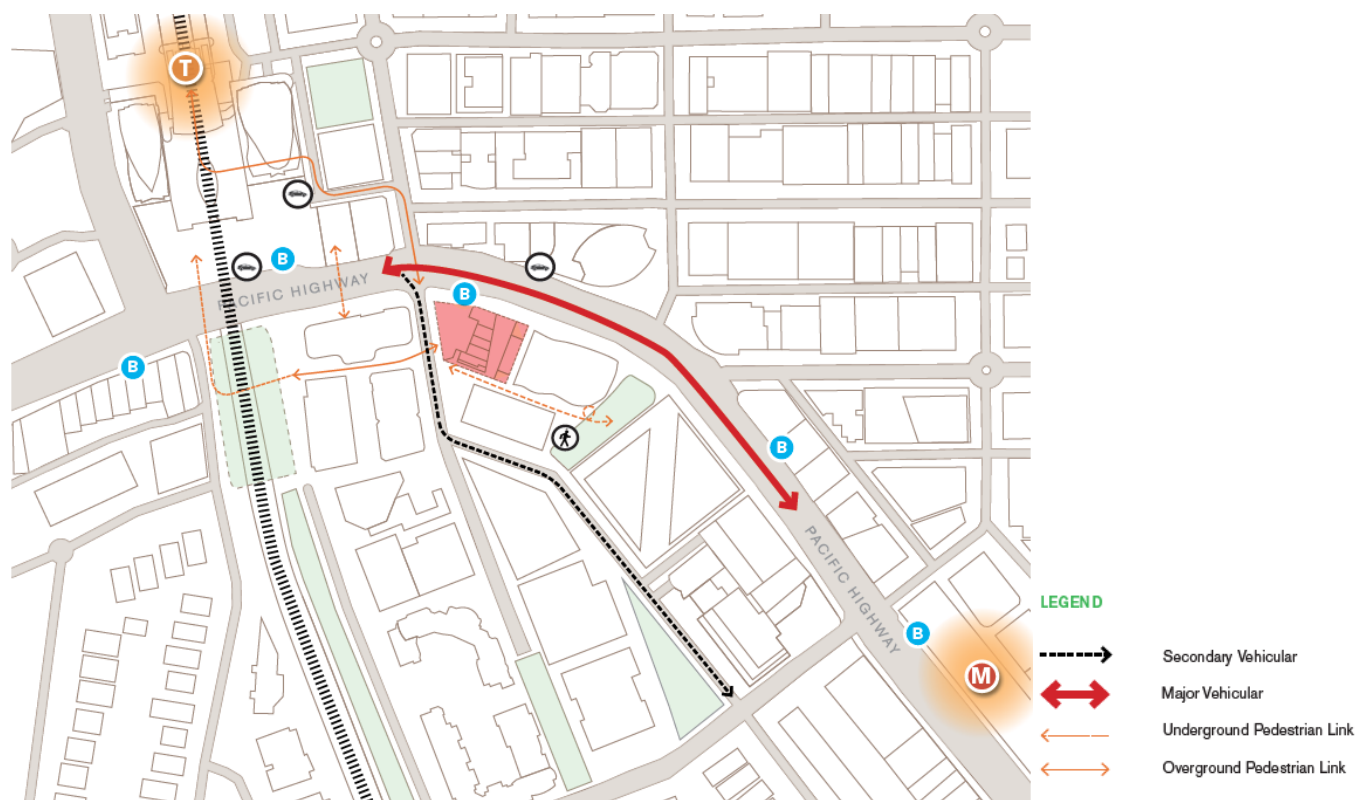


Figure 5 Vehicular and Pedestrian movement around the site

Source: DKO Architects

Bicycle

Cyclist movements are facilitated by the existing on and off-road bike routes outlined with the Transport and Parking Impact Assessment at **Appendix U**. It is noted that there are several cycle paths proposed for the St Leonards area, including a dedicated cycle path along the Pacific Highway in a northerly direction and an on-road marked cycleway on Herbert Street. The St Leonards Crows Nest Plan also allocates \$13.8million towards pedestrian and cycling upgrades, which will be part funded by this site's redevelopment.

The Telstra Exchange Redevelopment will provide bike storage and end of trip facilities within the podium carpark, which will aim to promote active transport within St Leonards.

2.3.3 Vegetation

The site is within a highly urbanised environment, there is no extensive existing vegetation within the project boundary. The Arboricultural Impact Assessment prepared for this application (**Appendix E**) has identified 22 trees located within the project area and the surrounding vicinity.

2.3.4 Topography

The site falls from the north to the south by approximately 2m from the highest point to the lowest point.

2.3.5 Heritage and Archaeology

The site is not heritage listed nor is it located within a heritage conservation area, nor is it located near any items of heritage significance.

A search of the Aboriginal Heritage Information Management Systems (AHIMS) was undertaken on the study area. The AHIMS search identified no registered objects or places within the curtilage of the subject area, nor are any located within 200m from the site. Further discussion is provided in **Section 7.15.1**.

An Aboriginal Cultural Heritage Assessment Report and Statement of Heritage Impact have been prepared by Comber and are included at **Appendix G** and **Appendix H**.

2.3.6 Contamination

The site is not identified as previously accommodating contaminating land uses. A Preliminary Site Investigation is included at **Appendix I** and an Asbestos and Hazardous Materials Assessment is included at **Appendix J**.

2.3.7 Geotechnical conditions

The Geotechnical Assessment included at **Appendix K** confirms that the ground conditions include sandy clay fill to depths of 1.2m over shale and laminate to depths of 1.2m to 8.4m and then fine grain sandstone at depths of 8.4m to 10.65m. It is noted that groundwater was not observed during the drilling of the boreholes. Further detail on the findings of the investigation is provided in **Section 7.10** of this EIS.

2.3.8 Surrounding Development

The Telstra Exchange site is located in the heart of St Leonards at a prominent corner. The St Leonards Centre is undergoing a transition from an ageing, second-tier commercial precinct, to a vibrant active mixed-use area incorporating a mix of commercial and residential land uses. The transition is being supported by recently completed construction and development, recent approvals, and future planned development in accordance with the St Leonards Crows Nest 2036 Plan. The immediate surrounds are transforming to high-rise commercial and mixed-use residential buildings.

The diagram at **Figure 6** illustrates how the subject site relates to a multitude of tall buildings within the precinct and is part of a broader renewal of the centre.

The Telstra Exchange site is also less than 500m south-east of the Royal North Shore Hospital, a \$2 billion health facility that services northern metropolitan Sydney and is currently undergoing significant expansion. The redevelopment of the medical and clinical uses of the hospital will be complemented by the development of a 10,000m² "support zone" which will include staff accommodation, childcare facilities, administrative buildings, car parking and commercial/retail uses. This is a very significant factor in the viability and redevelopment of mixed-use facilities in St Leonards. The Hospital facilities will generate both employment and the need for residential accommodation in its immediate surrounds. The immediate surrounding development is detailed below.

- The site is bound to the north by the Pacific Highway. On the northern side of the Pacific Highway is the IBM Centre, a commercial tower approximately 17 storeys, and two smaller aging commercial buildings ranging in height from 7-12 storeys. The IBM Centre site supports a through-site link between the Pacific Highway and Atchison Street,

including pedestrian forecourt areas at the base of the round tower. Importantly, the site has been identified as potential 'tall tower' development site.

- To the east is the New Hope development at 496-498 and 504-520 Pacific Highway, St Leonards, also known as 'The Landmark' (Site 1 in **Figure 6**). New Hope is a mixed-use development, comprising 458 apartments across 44 storeys. The site concluded construction in late 2019.
- To the south of the site is the seven storey 'Ava House' (also known as the AMA Building), a strata titled commercial building and Nicholson Street which contains more than 40 commercial tenancies.
- The subject site is bound to the west by Christie Street. Further west is the 88 Christie Street (JQZ site) currently under construction for the purposes of a mixed-use development up to 144m.

Considering the existing and future context, the proposed development is complimentary to and befitting of the Strategic Centre that is growing and evolving at St Leonards. Photographs of the surrounding development are provided at **Figure 7** to **Figure 10**.

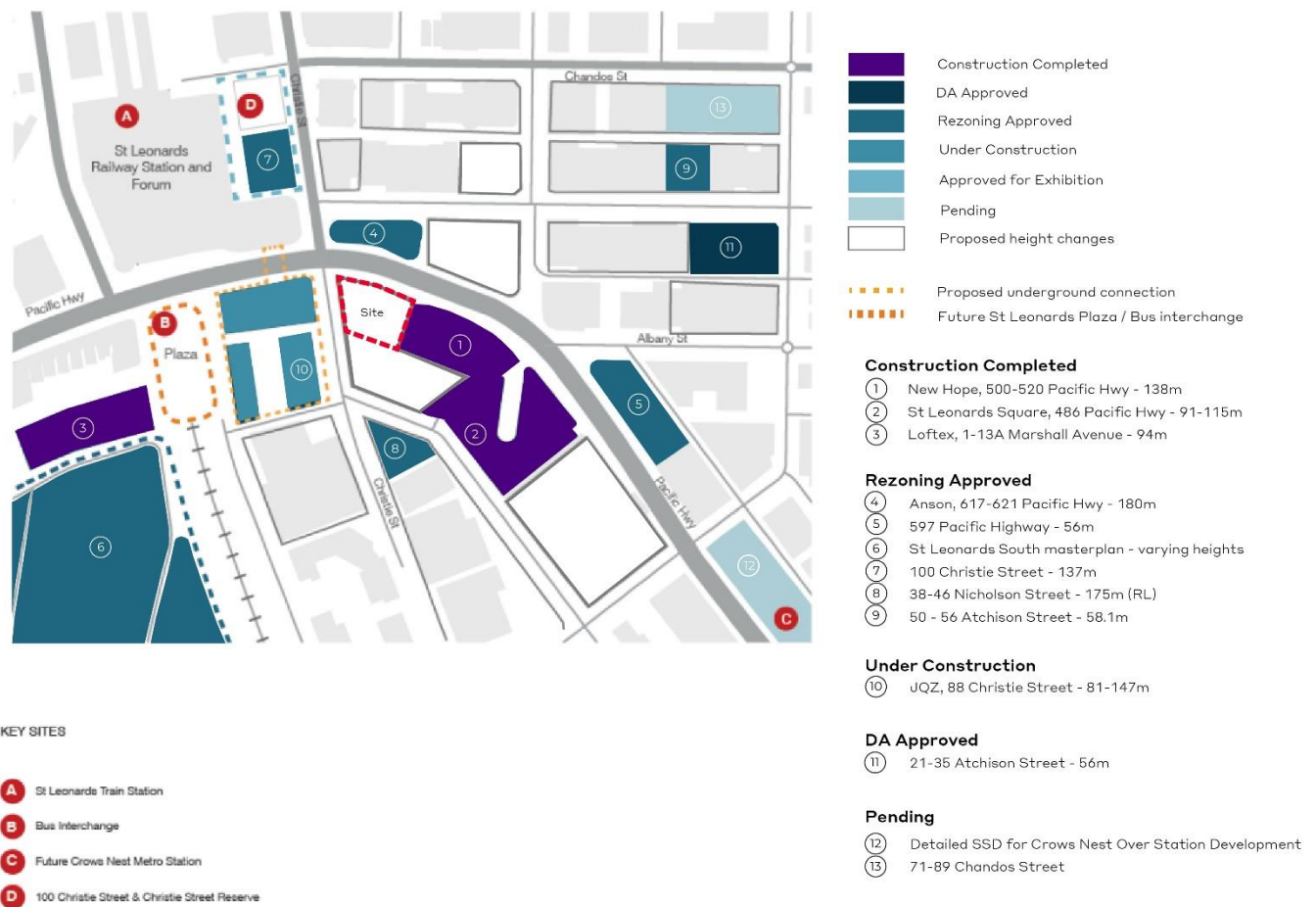


Figure 6 Map of St Leonards current and future developments

Source: Ethos Urban



Figure 7 *New Hope Development to the east of the site*

Source: Ethos Urban

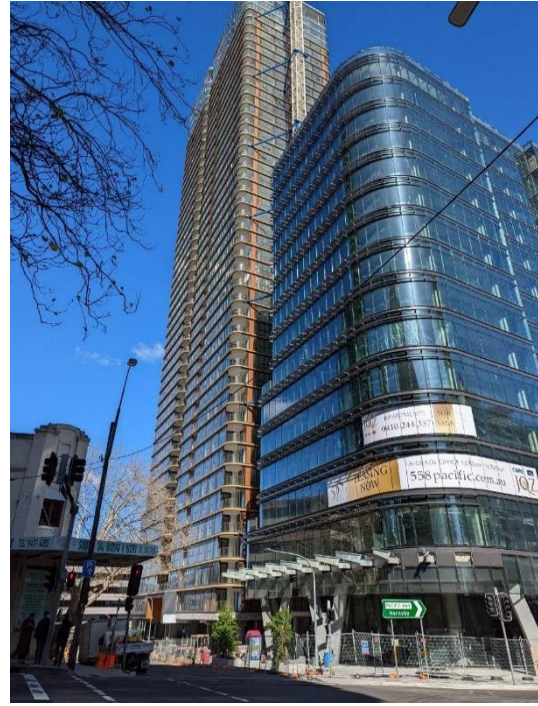


Figure 8 *Development under construction to the west, including 88 Christie Street*

Source: Ethos Urban



Figure 9 *Existing Development to the north of the site*

Source: Ethos Urban

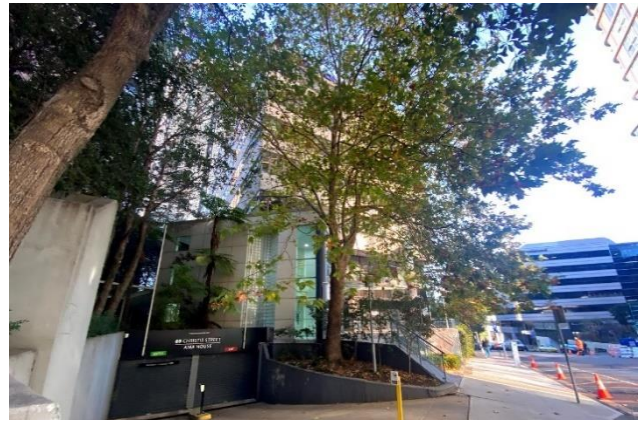


Figure 10 *AMA House to the south of the site*

Source: Ethos Urban

2.4 Site Specific Constraints

The unique nature of the site presents considerable physical and technical constraints to its development in accordance with the site's current LEP controls, which allow only for commercial land uses.

Due to its importance, the Telstra Exchange building cannot be demolished or relocated. However, as highlighted in **Figure 4** above, redevelopment is essential to revitalise the low quality and ageing building stock that currently occupies the site.

The continuing operation of the Telstra Exchange requires a bespoke structural solution to enable the construction of new floors above it. The network of underground Telstra cabling prohibits basement excavation, increasing the site's complexity and further reducing the space available for development. As such, any redevelopment of the site must be undertaken with consideration of the following site-specific constraints:

1. Provision of an alternate above ground car parking solution, as basement car parking cannot be accommodated.
2. Consideration of the level of complexity and increased cost associated with the structural requirements necessary to facilitate a commercially viable development.

3. The incorporation of the Exchange structure and operations into the design of the building façade, to achieve a high-quality architectural outcome.

The redevelopment of the retail tenancies, with a total combined site area of only 663m², for commercial uses is not commercially viable as a stand-alone proposition. A site of this size is simply too small to be feasible for construction of a commercial office building. The logistics of construction and the commerciality of narrow 400m² floorplates and therefore, overall viability of the project, all dictate that such a building is unlikely to ever be built.

Therefore, the 'loss of employment generating land' argument does not apply to this site as its maximum employment potential is unlikely to ever be achieved under the existing B3 Commercial Core zone controls.

Instead, only its existing employment generation capacity should be considered; the site currently generates 14 jobs.

The proposed amalgamation of the retail tenancies and the Telstra Exchange (to form the subject site), creates an opportunity for an economically viable redevelopment, through more efficient floorplates and site configuration, representing the optimal development potential for the individual parcels. It is the only way to provide any opportunity to renew this prominent location in the heart of St Leonards.

In the context of the St Leonards Strategic Centre, the chance to rejuvenate what is otherwise an un-developable site presents a significant opportunity. In isolation, none of the subject lots are developable.

3.0 Strategic Context

“Housing supply challenges need to be addressed to ensure Australians have access to safe, stable and affordable housing, as well as better housing choices that are close to work, schools and transport.”

National Housing Accord, 2022

Numerous State and Federal government initiatives have been developed in recent years to assist in alleviating and reducing the pressure of the current housing affordability and supply crisis in NSW, all of which have a common goal of delivering significantly greater housing supply in key locations. At a fine grain level, St Leonards has been identified by the State government as a strategic centre and is undergoing a transition from an ageing, second tier commercial precinct to a vibrant active mixed-use centre incorporating a mix of commercial and residential land uses to complement the existing health and education hub uses in the area. The transition is being supported by recently completed construction and development, recent approvals and future planned development in accordance with the St Leonards and Crows Nest 2036 Plan.

In light of the above, the proposed development is directly aligned with numerous government initiatives relating to the delivery of additional housing supply and contributing to the growth and development of St Leonards as a mixed-use centre.

A summary of the proposal’s consistency with the relevant strategic context, as established by government plans, policies and guidelines, is discussed in the sections below.

3.1 Strategic Planning Policies

3.1.1 St Leonards and Crows Nest 2036 Plan

In August 2020, the Department of Planning and Environment finalised the St Leonards and Crows Nest 2036 Plan, a state-endorsed strategic plan that sets out a vision for the precinct and provides a framework for future planning proposals to amend zoning and density controls.

The Plan will facilitate the urban renewal of the precinct for an expanding employment centre and growing residential community. It aims to deliver 6,680 new homes and 16,500 new jobs in St Leonards and Crows Nest by 2036.

The concurrent State Led Rezoning as described in **Section 1.5.3** seeks to amend the existing controls under the Lane Cove LEP in lin with the vision, design priorities and objectives of the 2036 Plan. **Table 5** below provides a comparison of the recommended changes with the proposed controls.

Table 5 2036 Plan vs State Led Rezoning

Component	Existing	2036 Plan	Proposed Development
Zoning	E2 Commercial Centre	MU1 Mixed Use	MU1 Mixed Use
Building height	72 metres	35 storeys	42 storeys
FSR	17.1:1	14:1	17.1:1
Non-residential FSR	N/A	4:1	2.3:1
Street wall height	N/A	6 storeys	8 storeys

Due to the site-specific constraints of the site surrounding the Telstra Exchange building, the proposal will result in minor variations to the building height, non-residential floor space and street wall height. Detailed design analysis and testing has been undertaken by DKO, which demonstrates that the proposal will result in a positive planning and design outcome for the site in terms of built form and envelope.

Despite the minor variations proposed, the proposal is consistent with the vision, objectives and actions identified under the 2036 Plan. Most importantly, the 2036 Plan specifically identifies build-to-rent as an emerging land use within St Leonards, stating that:

'St Leonards and Crows Nest represents a key opportunity to deliver build to rent housing given its accessible location and improvements to active and public transport links with the introduction of the Crows Nest Metro Station. Build to rent housing has the potential to delivery key public benefits for the community, including greater housing choice in a stable rental environment which can result in more established residents actively participating in the community.'

As such, the proposal is directly aligned with this vision in that it will deliver a total of 282 dwellings that are purpose built for renters, which account for 41% of the population in St Leonards and Crow's Nest – that is 10% higher than the that of the Greater Sydney region.

The proposal also comprises 10 key worker housing units that will be designed accordingly with great access to a high level of amenity. This, together with the provision of build-to-rent housing represents a significant public benefit to the community as it will assist in the housing affordability and supply crisis and will enable greater housing choice in a stable rental environment that is well located in proximity to active and public transport links.

More broadly, the proposal is consistent with the overall vision and objectives of the 2036 Plan in that it will:

- Facilitate a mixed-use development comprising residential uses, serviced apartments and retail land uses, which will offer workers, residents and visitors a variety of homes, jobs and activities with increased accessibility by leveraging off the new Crows Nest Metro Station.
- Provide employment generating land uses through the delivery of build-to-rent housing, and non-residential floor space within the podium, which will create a total of 40 new operational jobs within St Leonards and therefore, contributing to the delivery of 16,500 additional jobs over the next 20 years.
- Improve pedestrian accessibility and movement by providing housing close to the St Leonards Rail Station and the future Crows Nest Metro Station.
- Increase vibrancy and streetscape activation by replacing ageing buildings that are no longer fit for purpose with a modern and contemporary mixed-use development that will revitalise the significant gap in the streetscape along the Pacific Highway, while also being respectful to surrounding uses.
- Enhance the public domain and activating the streetscape through the provision of street planter boxes, retail spaces and open lobby access.
- Facilitate the provision of approximately 282 dwellings of various types and sizes that will be suitable for a broad demographic including singles, couples and families at all stages of life.

All in all, and despite the minor variations to the recommended built form controls, the proposal is consistent with the vision, aims and objectives of the 2036 Plan. A more detailed assessment has been undertaken in the State Led Rezoning Planning Report, which is exhibited concurrently.

3.1.2 Greater Sydney Region Plan: A Metropolis of Three Cities

The *Greater Sydney Region Plan: A Metropolis of Three Cities* (the GSRP) prepared by the then Greater Cities Commission (GCC) and adopted in March 2018, is the overarching strategic plan to manage change and growth in the Greater Sydney Region. It is built upon the vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. It establishes 10 key directions and 40 supporting objectives, which are centred around the vision to boost Greater Sydney's liveability, productivity and sustainability.

Additionally, the GSRP also designates St Leonards as a strategic centre. The Plan emphasises that:

'Strategic centres are expected to accommodate high levels of private sector investment, enabling them to growth and evolve. They will become increasingly part of the region's structure.'

Consistent with this intent, the Plan further identifies St Leonards for urban renewal to grow jobs, housing and infrastructure as a result of the construction of major enabling infrastructure in the form of the Sydney Metro City & Southwest.

This proposal supports the achievement of these strategic directions through the provision of mixed-use development that supports ongoing job targets in the St Leonards centre, as well as providing housing opportunities near a strategic job location.

Table 6 below provides an assessment of the proposal against each of the directions of the GSRP.

Table 6 Assessment against the Greater Sydney Region Plan

Direction	Comment
Infrastructure and Collaboration	
	<p>A city supported by infrastructure</p> <p>The proposed development benefits from existing and future public transport infrastructure, particularly the St Leonards Rail Station and the Crows Nest Metro Station that are both within 350 metres from the site. This transport infrastructure provides services to key destinations, including North Sydney and the Sydney CBD. Further and upon a detailed review of the community infrastructure needs of the local community, it is noted that the site has carefully thought through the facilities proposed and as such, resident serving social infrastructure and uses will be delivered on site accordingly. Additionally, and as provided in Section 4.5, the site is able to be serviced by key utilities.</p>
	<p>A collaborative city</p> <p>The proposal will see an increase in population by approximately 430 residents within a strategic location in proximity to key services and therefore, will increase utilisation of public spaces and leverage off existing infrastructure in the area. Further the application has undertaken extensive consultation and collaboration with key stakeholders, particularly Lane Cove Council to establish the needs of the community, hence the delivery of key worker housing.</p>
Liveability	
	<p>A city for people</p> <p>Through the delivery of a build-to-rent housing development, the proposal will foster healthy, creative, culturally rich and socially connected communities, which is one of the key objectives of the Plan. This will be done through the provision of ground level retail and commercial spaces that will activate and enhance the public domain, as well as a mixture of residential amenity spaces that have been selected carefully and strategically located throughout the development to cater for the diverse demographic. These spaces will promote social cohesion and a community feel for all residents throughout the building, including the key worker housing units.</p>
	<p>Housing the city</p> <p>One of the key planning priorities of this direction is to provide housing supply, choice and affordability, with access to jobs, services and public transport.</p> <p>To facilitate greater housing supply, the Plan sets housing targets for each District. The North District, which includes St Leonards, is required to deliver an additional 92,000 homes for the North District, which according to Australian Bureau of Statistics (ABS) data, dwelling completion and approval numbers are tracking significantly behind.</p> <p>The proposal will support and contribute to the housing supply within St Leonards, a strategic centre within proximity to existing and future infrastructure by delivering a total of 282 diverse dwelling houses, that is predominantly build-to-rent and key worker housing. This represents a significant public benefit and is directly aligned with the direction of the GSRP.</p>
	<p>A city of great places</p> <p>The redevelopment of the site will see through the revitalisation of an existing ageing and dilapidated site that is underutilised and out of place in the evolving and transformative setting of St Leonards. Through the provision of ground level retail and active uses, as well as street planting, the proposal will increase vibrancy and activate the public domain, offering a great place for people to live, work and enjoy. Further, it will embellish a significant gap of Pacific Highway and deliver a contemporary mixed-use development at a prominent corner of the centre.</p>
Productivity	

Direction	Comment
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A well connected city

The proposed development delivers a significant number of new dwellings within 350m two major transport services, including the St Leonards Rail Station and the future Crows Nest Metro Station. The site is also located within one of Sydney's largest strategic centres with immediate access to employment, as well as access to other strategic centres within 30 minutes by public transport.



Jobs and skills for the city

The proposed provision of residential accommodation, including both build-to-rent and key worker housing will support the healthcare workers and students at the Royal North Shore Hospital by providing fit-for-purpose housing that caters to their needs and offers more choice closer to their workplace. Furthermore, the provision of short-term accommodation is an important ancillary use for health and education precincts as it caters to medical professionals that are on temporary vocation, patients, and visitors. It will facilitate greater investment into the area and expand the health and education offering. The proposal will lead to the creation of 40 direct operational jobs, which is a substantial increase to the existing jobs located on the site at the moment.

Sustainability



A city in its landscape

Although the site is located within a highly urban and dense CBD environment, the proposal has been designed to increase landscaping on the site and improve the public domain surrounding the site. This has been done through the provision of street planting along Pacific Highway and Christie Street that will enhance and activate the streetscape.

Additionally, the proposal comprises the delivery of an abundance of residential amenity spaces, including outdoor terraces throughout the building. Through the incorporation of Connection to Country strategies, the building design establishes a vertical village concept, which includes the planting of native Indigenous and endemic species. Further detail is provided in the Landscape Design Report at **Appendix I**.



An efficient city

One of the key objectives to creating an efficient city is the reduction of carbon emissions and the efficient management of energy, water and waste. As such, the proposal has sought to integrate principles of Ecologically Sustainable Development (ESD) throughout the development. This includes achieving a 5 Star Green Buildings rating, as well as numerous initiatives to ensure the efficient use of resources including gas, electricity and water.



A resilient city

The site is not subject to flooding or bush fire risk.

3.1.3 North District Plan

The North District Plan applies to the St Leonards Centre and the subject site and establishes a strategic housing target of 92,000 new dwellings over the 20 years between 2016-2036. Reinforcing the directions of the GSRP, the District Plan seeks to align new housing in the form of urban renewal or infill with infrastructure. Three major housing themes identified include greater housing supply, more diverse and affordable housing, and better located and designed housing.

In response, the proposal:

- Provides additional housing on a site that under current planning controls is not feasible for new homes;
- Provides a greater diversity of housing in the form of build-to-rent apartments and key worker housing units;
- Is located in a Strategic Centre that is also identified as a planned precinct within walking distance of a railway station benefiting major government investment; and
- Is accompanied by built form and envelope that is well designed and will contribute to the viability and activity of the St Leonards centre.

Furthermore, the proposed development also aligns with the District Plan in that it aims to promote business and economic growth through the provision of ground level retail and commercial uses, as well as short term accommodation, which will act as an ancillary use to the health and education services and the mix of uses that surround the site. In total, the proposal will create 40 new operational jobs, which represents a substantial increase to the number of jobs that exist on the site.

3.1.4 NSW Housing Strategy – Housing 2041

The *NSW Housing Strategy: Housing 2041* (Housing Strategy) establishes the NSW Government's long-term vision for delivering better housing outcomes by 2041, which includes the right housing in the right locations, diverse housing, and housing that meets changing demand.

The Housing Strategy identifies that *'expanding build-to-rent housing will improve housing choice'* and states that *'although build-to-rent housing is only emerging in NSW, an established build-to-rent sector has the potential to create a more stable housing pipeline that is less affected by market cycles'*.

The proposal is consistent with the Housing Strategy vision and will enable the delivery of a high quality build-to-rent housing development, providing a total of 282 dwellings that are highly accessible, amenity rich, and within a strategic location that leverages off existing infrastructure. This will enable residents to live closer to where they work in line with the principles of the '30-minute city' and contribute to the current housing affordability and supply crisis in Greater Sydney.

Overall, the provision of build-to-rent housing, together with the key worker housing proposed within the podium will directly align with the Strategy and presents significant opportunities to meet the four key pillars established under the strategy in the following manner:

- **Housing supply:** The proposal will deliver a total of 282 dwellings, which will contribute to the shortfall in housing supply in the North District and broader Greater Sydney.
- **Housing Diversity:** A range of 1-, 2- and 3-bedroom apartments are incorporated into the proposal to appeal to a broad residential market and ensure that all household demographics have a place in the development.
- **Housing Affordability:** The build-to-rent housing model presents an opportunity for greater affordability given its nature as a holistic housing model, which incorporates residential amenities into its design and function. In particular, the development comprises a gym, pool, coworking space, and other recreational facilities that are all provided as part of the residential offering. Further, the proposal also comprises 10 key worker housing units, which will be made available for the local key workers, particularly targeting the Royal North Shore Hospital.
- **Housing Resilience:** The proposed development has been designed with the principles of ecologically sustainable development in mind, contributing to a development outcome that is highly sustainable. Further discussion on this is provided in the ESD Report at **Appendix R**.



Figure 11 NSW Housing Strategy Key Pillars

Source: NSW Government - Housing 2041

3.1.5 Other Strategies, Policies and Guidelines

Other strategies, policies and guidelines relevant to the proposal are described in **Table 7** below.

Table 7 Summary of Strategic Planning Context

Strategy	Comment
NSW State and Premier's Priorities	<p>The proposal will deliver on key State and Premier's Priorities, including:</p> <ul style="list-style-type: none"> • A strong economy: The proposed development will facilitate the delivery of employment generating land uses, including retail premises and short term accommodation that will be strategically located close to both St Leonards Railway Station and the future Crows Nest Metro Station. The proposed development will create employment opportunities within the St Leonards Centre throughout both the construction and operational phase. • Well-connected communities with quality local environments: The proposed development provides a strong opportunity to fill in the missing piece in the Pacific Highway's built environment and activate the existing streetscape along Pacific Highway and Christie Street, through the provision of ground level retail and commercial spaces. Additionally, the provision of build-to-rent housing will provide multiple opportunities for social integration and inclusivity through the proposed communal amenities that will cater for a diverse population group.
Lane Cove Local Strategic Planning Statement	<p>In March 2020, Lane Cove Council adopted their Local Strategic Planning Statement (LSPS), which guides strategic land use decision making in the Lane Cove LGA to 2036. The LSPS outlines Council's strategic vision for the St Leonards Strategic Centre, including plans to further develop the precinct as a mixed use residential and commercial hub. The following provides a summary of the proposed developments consistency with the relevant planning priorities:</p> <ul style="list-style-type: none"> • Enhance liveability of the precinct through the delivery of a total of 282 dwellings, which include build-to-rent and key worker housing within a highly accessible location that is located in proximity to existing and future infrastructure. • Revitalise the site to enable opportunities to enhance and embellish the public domain, which is achieved through the replacement of ageing building stock with modern and contemporary built form befitting to the surrounding development, as well as the provision of ground level retail and active spaces. • Contribute to the employment generation targets through the provision of 5,840m² of non-residential floor space, which will include retail use and short term accommodation that will offer an ancillary use to the surrounding mix of uses, particularly the health and education facilities. • Establish a sense of community through the delivery of high quality residential amenity spaces that have been strategically selected and located throughout the building, catering towards the diverse demographic and resident groups of the area. • Achieve the LSPS target of reducing carbon emissions through the provision of less carparking spaces than what is required under the Lane Cove DCP for a standalone commercial building or regular build to sell development.

Strategy	Comment
Lane Cove Local Housing Strategy	<p>In September 2021, Lane Cove Council adopted their Local Housing Strategy (LHS), which will guide the delivery of housing within the LGA. To support the overall vision for the LGA, the LHS establishes three themes to address the specific needs for housing, which include:</p> <ul style="list-style-type: none"> • Sustainability – provide housing that is <u>increasingly sustainable</u>. New housing will incorporate responsive solutions to the environmental challenges of today and tomorrow. Existing housing will integrate adaptive technologies and design solutions to ensure a long lifespan that reduces consumption over time. • Affordability – increase its <u>supply of affordable housing and opportunities</u> for those that have close connections to the area. The delivery and management of affordable housing will recognise that it can be difficult for those without significant means to secure housing. • Liveability – deliver <u>housing where supporting infrastructure is planned or present</u>. Infrastructure will be improved over time to meet the evolving needs of existing and future Lane Cove LGA residents. <p>The proposed development meets these themes as it will assist with housing diversity and affordability within an area that is well supported by infrastructure.</p> <p>The proposed build-to-rent product will ensure a residential development that is environmentally sustainable, as well as achieving high-quality residential amenity. The building will be purpose built specifically for renters, with residential communal facilities throughout the development. The development can accommodate a cross section of the community by catering to the growing rental market within the precinct.</p> <p>The LHS also outlines a medium-term target to deliver 3,000 to 3,500 additional dwellings between 2021 to 2026. The proposal will contribute to achieving this target.</p>
Future Transport Strategy	<p>In March 2018, the Future Transport Strategy was adopted, which sets the 40-year vision, directions, and outcomes framework for customer mobility in NSW, which will guide future transport investment over the long term. The Strategy has since been refreshed and updated to take into account events such as the COVID-19 pandemic, drought, bushfires, floods, alongside population growth and global megatrends. It includes a new focus on the six cities region, striving the revitalise and connect communities, encourage thriving local neighbourhoods, and built on economic success. The proposal is consistent with the aims and objectives of the Strategy in that it will:</p> <ul style="list-style-type: none"> • Encourage public transport use by locating residents within proximity to existing and planned infrastructure. • Substantial reduction in the quantum of parking on the site to what is required under both the Housing SEPP and Lane Cove DCP for a stand along commercial development and regular build to sell development. • Co-locate density within a transit oriented development to achieve the principles and outcomes of a '30 minute city'
Better Placed	<p><i>Better Placed</i> is an integrated design policy for the built environment of NSW and was prepared and adopted by the NSW Government Architects. It is underpinned by seven objectives for good design and provides guidance on the delivery of architecture, public places, and environments in the State. The proposal has considered these objectives and a response to each is provided below:</p> <ul style="list-style-type: none"> • Objective 1: Better Fit – contextual, local and of its place <ul style="list-style-type: none"> - The proposal responds to the surrounding context and its location within St Leonards. It provides a new mixed-use development, comprising build-to-rent housing, commercial and retail land uses at an appropriate scale, responding to the existing site conditions. The new built form has been designed to ensure accessibility and connectivity throughout the site and utilise the natural topography and biodiversity of the site. • Objective 2: Better Performance – sustainable, adaptable and durable <ul style="list-style-type: none"> - Home have ensured that principles of ESD have been incorporated into the proposal, ensuring effective and environmentally responsive design initiatives. The target goals for the proposed development include a 5 star green star rating, which is further discussed in Appendix R. • Objective 3: Better for Community – inclusive, connected, and diverse <ul style="list-style-type: none"> - The proposal will create a more inclusive, connected, and diverse development outcome for the site through the provision of active frontages and uses, as well as communal spaces that are embedded throughout the design of the development. Further, the development will incorporate measures to ensure that it is accessible and inclusive to all community groups, which is confirmed in the BCA and Accessibility Report provided at Appendix J and K. • Objective 4: Better for People – safe, comfortable and liveable <ul style="list-style-type: none"> - The proposed development has been designed accordingly to ensure private and communal open space and amenity spaces are secure and safe. Additionally, the site will improve visual links between the built form and the streetscape, while also activating the ground floor by

Strategy	Comment
	<p>predominantly providing specialist retail and food and beverage services. This will enhance the passive surveillance to public and private areas. The safety and security of the development is assessed in the CPTED Report at Appendix N.</p> <ul style="list-style-type: none"> • Objective 5: Better Working – functional, efficient and fit for purpose <ul style="list-style-type: none"> - The proposal involves the redevelopment of an ageing and underutilised commercial site that is not being used to its fullest potential. The provision of residential accommodation will not only reestablish and revitalise the site, but it will also assist with alleviating the housing affordability and supply crisis. • Objective 6: Better Value – creating and adding value <ul style="list-style-type: none"> - As per the above, the proposed development creates and adds value to the site by providing diverse and affordable housing in St Leonards, as well as new employment generating land uses that directly align with the changing needs of the local and extended community. • Objective 7: Better Look and Feel – engaging, inviting and attractive <ul style="list-style-type: none"> - The design principles have informed the proposal as illustrated in the Design Report prepared by DKO Architects and included at Appendix H. A discussion of the principles guiding this development is also provided at Section 4.2
<p>Connecting with Country Framework</p>	<p>The Connecting to Country Framework acts as a guide for developing connections with Country to inform the planning, design, and delivery of built environment projects in NSW. Indigenous Design Consultant, FCAD, has been appointed to provide guidance and assist with the project's Connection to Country.</p> <p>Connection to Country will be incorporated throughout the lifecycle of the proposal and has formed part of the State Design Review Panel process. Further detail is provided in the Architectural Design Report at Appendix H and in Section 0</p>

3.2 Project Justification

As detailed in **Section 8.0** of this EIS, the project is justified in the context of biophysical, social, and economic environments, as well as the proposal's alignment with the objects of the EP&A Act and other statutory instruments applicable to the site.

Furthermore, the proposed development is directly aligned with numerous government initiatives relating to the delivery of additional housing supply and contributing to the growth and development of St Leonards as a mixed-use centre, which has been further detailed in the above sections.

3.3 Cumulative Impacts

The site is located within the St Leonards Centre, which is a highly urbanised local context accommodating high-density mixed-use development. The 2036 Plan identifies sites suitable for additional growth, and the area will be subject to ongoing change over the short to midterm in response to the 2036 Plan and completion of the Crows Nest Metro Station.

Of importance to the proposed development is the new build-to-rent development at 46 Nicholson Street to the south of the site, whereby site-specific SEARs have been issued for a Concept Proposal. Notwithstanding, it should be acknowledged that a planning proposal was recently gazetted in November 2021 for a commercial development within an E2 Commercial Centre zone.

Furthermore, the subject development application achieves the relevant aims, objectives and vision of the 2036 Plan and has been designed to generally comply with the recommended built form provisions. As such, any associated environmental impacts of the proposed development have already been envisaged for the site and the surrounding area. Despite this, an assessment of the cumulative impacts associated with surrounding development are considered under the relevant subheading in **Section 7.0**.

3.4 Project Agreements

Numerous discussions have been held with Council regarding a Voluntary Planning Agreement (VPA) to accompany the concurrent State Led Rezoning. A formal Letter of Offer has been provided to Council subsequently (refer to **Appendix NN**), which includes the following proposal:

- A monetary contribution to Council of \$3.6 million towards Council's provision of local infrastructure; and
- The provision of 10 affordable housing units for key worker housing within the podium that will be owned and managed by Home as part of the BTR offer.

In addition to the abovementioned public benefit offers, Home recognises that both Housing and Productivity (HAP) Contributions estimated at \$3,000,000 and Section 7.11 Development Contributions of an estimated \$6,200,000 will apply to the site and be paid accordingly.

The public benefit offer was presented to Council at a Council meeting on 21 September 2023, which accepted the offer in principle and noted that further consultation will be undertaken at a later date. As such, discussions with Council will be ongoing throughout the assessment of the State Led Rezoning and SSDA to refine this offer, if required. In this regard, it must be noted that a VPA does not need to be formally signed between both parties for the SSDA to be lodged and assessed, as stipulated in the NSW Government's Explanatory Note on Planning Agreements

Further detail of the public benefit offer is provided within the concurrent State Led Rezoning documentation.

3.5 Analysis of Alternatives

Four primary options have been considered by Home in responding to the strategic need and objectives for the development of the site. This includes not undertaking any works on the site, a permissible building with the existing LEP controls, an alternative design, or proceeding with the proposed development scheme.

Option 1 – Do Nothing

Under the 'Do Nothing' scenario, the site would continue to remain underutilised and rundown. The option does not provide a desirable outcome as it fails to adequately plan for future growth and opportunities to increase the diversity of housing types and need for more rental housing within the Lane Cove LGA.

Additionally, this approach would represent a missed opportunity to complete and fill the significant 'gap' in the streetscape at a prominent corner of St Leonards, which is constantly evolving and developing at a rapid rate.

On this basis, the 'Do Nothing' scenario is not considered to be an acceptable approach.

Option 2 – Commercial development in accordance with the existing Lane Cove LEP controls

The third option available to Home is to redevelop the site as a commercial building in accordance with the existing E2 Commercial Centre zone and built form controls under the Lane Cove Local Environmental Plan 2009.

In terms of built form controls and development standards, the site is currently subject to a maximum building height of 72m and a maximum FSR of 17.1:1. Given the significant height increases in the St Leonards precinct, a permissible development scheme in accordance with these controls would result in a building that is out of place and inconsistent with the surrounding context. The building envelope would present an inappropriate bulk and mass to the streetscape, which is illustrated in **Figure 12** below. The current height limit prevents the construction of a building that can respond appropriately to its prominent corner location within a growing family of tall buildings.

Additionally, it is also emphasised that a compliant commercial scheme would be inconsistent with the broader strategic planning policies including the Greater Sydney Region Plan, the North District Plan, and the St Leonards and Crows Nest 2036 Plan as outlined in **Section 3.1** above, which specifically identify the site for mixed-use development and an increase in height. This option would represent another missed opportunity to align the future of the site with the State Government's strategic vision to recognise demand for diverse housing types within accessible locations. On this basis, the 'permissible development' option is not an appropriate outcome.



Figure 12 Lane Cove LEP 2009 - Current Permissible Building Envelope

Source: DKO Architects

Option 3 – Alternative Design

Throughout the lifespan of the project, Home have explored different design options for the redevelopment of the Telstra Exchange site. Specifically, another development scheme, comprising a slender and curved built form was originally submitted with the application to join the Priority Assessment Program, and presented at the first State Design Review Panel in March 2022. The alternative design was prepared by PTW.

The alternative scheme proposed a new build-to-rent tower, comprising 320 residential dwellings and 1,939m² commercial gross floor area, equating to a non-residential floor space ratio of 1.16:1. The building predominantly comprised of a glazed facade and double height lobby. The proponent elected not to proceed with the alternative design and engaged DKO to prepare another concept for the site. The DKO concept performed well against the Apartment Design Guide design criteria and sat comfortably within St Leonards evolving context. **Figure 13** below presents the alternative design scheme presented at the first State Design Review Panel.



Figure 13 *Alternative Design Scheme*

Source: PTW

Option 4 – The Proposal

Following consideration of the alternatives, the proposed design was determined to be the most successful in facilitating the best built form and amenity outcome for the site. The built form has been informed by a considered analysis of the surrounding context and amenity concerns and considerations (refer to the Architectural Design Report at **Appendix H**). The design has been subject to three SDRP meetings and strikes the optimal balance between residential and commercial floor space given the site's notable constraints.

The proposed build-to-rent land use presents significant opportunity to contribute to the increase in housing supply and diversity within St Leonards by offering a unique typology that will facilitate greater housing choice and stable rental tenure within walking distance of two major public transport services. Specifically, the subject site represents an ideal location to provide high density build-to-rent housing due to the following factors:

- Dwelling sale prices for all housing types in St Leonards and Crows Nest have significantly increased over the past decade and the area has continued to maintain higher sales differentials compared to the Greater Sydney median over this period.
- There is a rental premium for all housing types in the Lane Cove LGA, by comparison to Greater Sydney median prices.
- Based on the ABS 2021 Census results, almost 60% of dwellings in St Leonards and Crows Nest are rented, and units are the primary housing type.
- The subject site has excellent proximity to public transport (bus, train and metro).
- The subject site is within walking distance to existing and future retail, open space, sports facilities and the RNSH and associated health facilities.
- There is a significant workforce surrounding the subject site, including key health workers.
- The proposed development is a short train journey to major centres (North Sydney and Sydney CBD).
- Development of the subject site for build-to-rent accommodation aligns to existing high density residential development already completed and planned in the surrounding area.
- The proposed development has strong policy support, being located within an area designated under the St Leonards and Crows Nest 2036 Plan for higher density development.

In addition to the benefits of the proposed land use, the proposed design is considered to represent the most positive and optimal outcome for the site, as it has been informed by the key criteria, which is to maintain a high level of residential amenity, as well as mitigate any overshadowing to Newlands Park.

Overall, the proposal will assist in providing housing supply, choice and affordability with access to jobs, services and public transport for the growing population of St Leonards and the broader Greater Sydney. Additionally, it facilitates the effective construction of a high quality and sustainable development that demonstrates a high level of design excellence and has been heavily influenced by Connection with Country objectives.

For the above reasons, 'Option 4 – The Proposal' scenario is considered to be the best possible, and preferred outcome for the site. Further assessment of the design and amenity outcomes of the proposal is provided in the Architectural Design Report at **Appendix H**.

4.0 Project Description

4.1 Project Overview

The Applicant will seek development consent under 'Division 4.7 – State Significant Development' of the EP&A Act for a build-to-rent housing development, comprising retail uses at the ground level, short term accommodation within the podium and residential uses in the tower above.

Specifically, this application seeks approval for the following:

- Site preparation and excavation.
- Retention and integration of the existing Telstra Exchange Building.
- Construction of a new 42-storey mixed-use development, comprising:
 - 21,472m² of build-to-rent housing across 34 storeys, including 272 dwellings.
 - 3,840m² of non-residential space within an 8-storey podium including ground level retail and short stay accommodation.
 - 721 m² of Key Worker Housing across 1 level, within the podium, delivering a total 10 dwellings to be managed as part of the build to rent development.
 - 2,014m² of community amenity facilities throughout the building.
- Residential lobby accessed via Christie Street and separate short term accommodation lobby accessed via Pacific Highway.
- Podium car parking and loading area with vehicular access via Christie Street, comprising a 48-space car stacker;
- Associated landscaping and public domain works; and
- Augmentation of, and connection to, existing utilities services as required.
- Stratum subdivision of the proposed development and the Telstra building

The proposed development is discussed further in the following subsections and detailed on the Architectural Drawings prepared by DKO Architects at **Appendix C**. A photomontage of the proposed development is shown in **Figure 14**.



Development viewed from Pacific Highway



Development viewed from Christie Street

Figure 14 Photomontage of Proposed Development

Source: DKO Architects

The key project details regarding the proposal are outlined in **Table 8** below.

Table 8 Key Development Information

Component	Proposal						
Project summary	Construction of a new mixed-use development comprising build to rent housing, commercial and retail land uses.						
Project address	524-542 Pacific Highway, St Leonards						
Site area	1,671m ²						
Proposed uses	Build-to-rent housing Serviced Apartments Retail						
Maximum Height	155m (RL 235.75)						
Storeys	42 storeys						
Gross Floor Area	Residential: 22,193m ² Communal amenities: 2,014m ² Non-residential: 3,840m ² Total: 28,047m ²						
Floor Space Ratio	16.78:1						
Non-residential FSR	2.3:1						
Setbacks	<table border="0"> <tr> <td>Northern and western setback:</td> <td>Southern setback:</td> <td>Eastern setback:</td> </tr> <tr> <td> <ul style="list-style-type: none"> 0m across entire length of building to both Pacific Highway and Christie Street </td> <td> <ul style="list-style-type: none"> Ground Level: 0m Level 11: 1.2m Level 37: 2.7m Level 38: 8.2m Level 39: 14.7m Level 40: 21.7m </td> <td> <ul style="list-style-type: none"> Ground level 0m Level 7 to Level 10: 6m Level 11 and above: 16.5m average </td> </tr> </table>	Northern and western setback:	Southern setback:	Eastern setback:	<ul style="list-style-type: none"> 0m across entire length of building to both Pacific Highway and Christie Street 	<ul style="list-style-type: none"> Ground Level: 0m Level 11: 1.2m Level 37: 2.7m Level 38: 8.2m Level 39: 14.7m Level 40: 21.7m 	<ul style="list-style-type: none"> Ground level 0m Level 7 to Level 10: 6m Level 11 and above: 16.5m average
Northern and western setback:	Southern setback:	Eastern setback:					
<ul style="list-style-type: none"> 0m across entire length of building to both Pacific Highway and Christie Street 	<ul style="list-style-type: none"> Ground Level: 0m Level 11: 1.2m Level 37: 2.7m Level 38: 8.2m Level 39: 14.7m Level 40: 21.7m 	<ul style="list-style-type: none"> Ground level 0m Level 7 to Level 10: 6m Level 11 and above: 16.5m average 					
Dwellings	272 build-to-rent apartments 10 key worker housing units						
Dwelling mix	<ul style="list-style-type: none"> Studio: 48 (17%) 1 bedroom: 102 (36%) 2 bedroom: 121 (43%) 3 bedroom: 11 (4%) Total: 282 (100%) 						
Parking	48space car stacker 112 bicycle spaces 4 motorcycle spaces						
Vehicular Access	Access is via Christie Street						
Communal open space	Internal 1,531m ² External: 869m ² Total: 2,400m ²						
Site coverage	100%						
Jobs (direct and indirect)	Construction – 70 new full time equivalent Operation – 1,090 new full time equivalent						

4.2 Design Principles

The following design principles and urban approaches have been adopted to ensure the overall vision and objectives for the site are achieved:



Communicating to Country:

- Embedding active listening through Aboriginal consultation and co-design process to create an offering that both respects and improves its land.
- Facilitating ongoing dialogue between residents of the development with the idea of the tower being a vertical series of villages.
- Facilitating conversations between residents and members of the wider community of the key themes.



Public Domain

- Ground plane that is responsive to the surrounding conditions, fulfilling the site's role as a key corner between Pacific Highway and Christie Street.
- Creation of a 4m setback at the ground level to create a colonnade that aligns with the adjacent buildings.
- Provision of active uses at the ground level that extend and engage with the public domain, including retail and lobby spaces.



Vertical Villages

- Creation of a series of vertical villages which offers the convenience of city living, whilst supporting individual well-being and social inclusion.
- Facilitation of sub-communities which are formed by having a limited number of dwellings per floor plate, and the dispersal of a range of communal spaces vertically throughout the building.



Architecture

- Adoption of several built form approaches including chamfering of corner, orientation of views, creating primary articulation, shifting the mass.
- Further detail is provided in **Section 7.1**.



Sustainable living and buildings

- Development that is consciously designed for short- and long-term sustainability.
- Integration of a holistic sustainability strategy which concerns the health and wellbeing of people (individual and community), animals, plants and the planet.

4.3 First Nations and Connection with Country

The design development of the project has evolved with careful consideration and recognition to the importance of the First Nations historic and ongoing care of Country. FCAD, an Indigenous Design Consultant has been engaged to guide and integrate Connection to Country principles into the design of the development. A strategy has been developed, which sets out a detailed and action-oriented approach for planning, implementing, and embedding Country throughout the site in many forms relating to planting, materiality, and built form.

Specifically, the proposed development has embedded connection and communication to country through the concept of "seasonality" to emphasise the vertical villages. Through materiality and landscaping, each space and village has been designed to embody the physical and spiritual qualities of the 6 endemic seasons, which are a key theme in the building from the ground plane to the sky.

Figure 15 Error! Reference source not found. below illustrates the implementation of the seasons throughout the building. For further detail, refer to the Architectural Design Report at **Appendix H**.

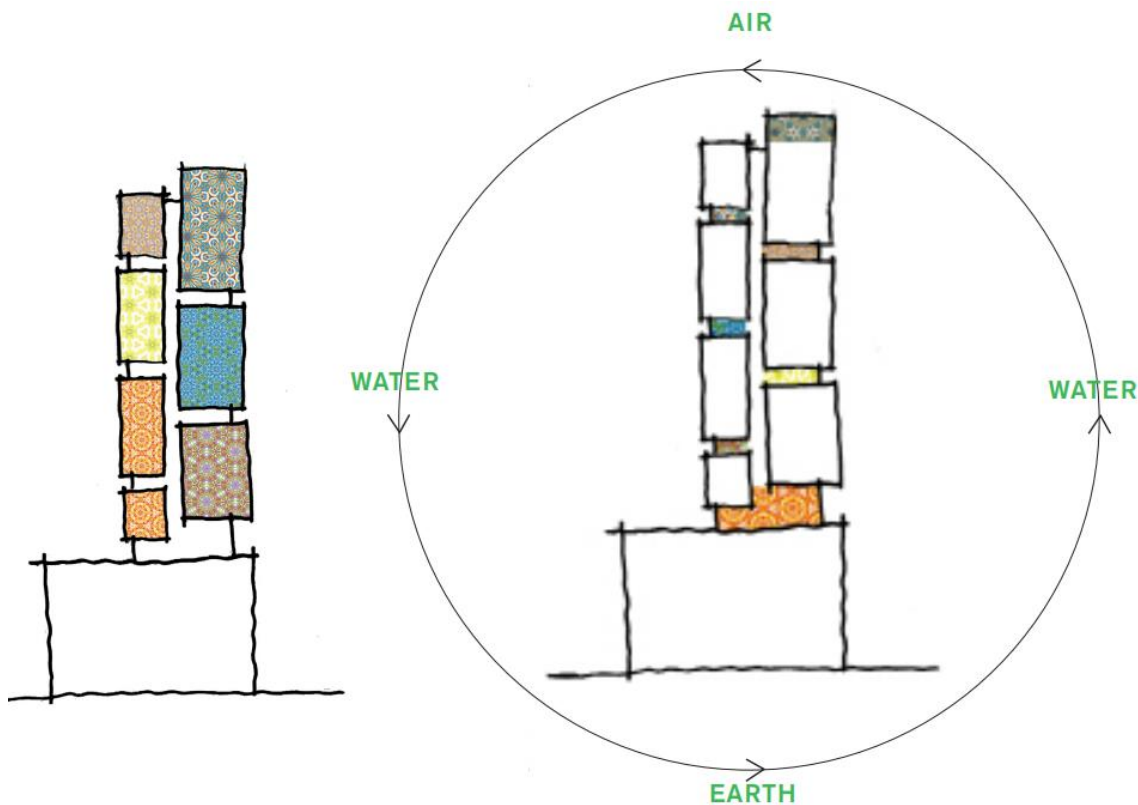


Figure 15 Connection to Country through the concept of "seasonality"

Source: DKO Architects

4.4 Site Preparation Works

Site preparation activities are proposed for the future development. This includes demolition, earthworks, and tree removal as detailed in the following sections.

Demolition

As outlined in **Section 1.5.4**, demolition of the existing commercial buildings at 536-542 Pacific Highway are subject to a separate DA (DA86/2020). However, partial demolition of the existing building façade and internal partitions of the Telstra Exchange building is proposed to facilitate the appropriate integration of the building. This is detailed on the demolition plans prepared by DKO Architects at **Appendix G**.

Earthworks

Bulk earthworks are required to grade the site, excavate proposed basement structures, and provide platforms for the future building. The proposed earthworks are generally constructed to the footprints of the proposed building envelope.

The proposed earthworks are detailed in the Civil Plans at **Appendix Y** and discussed in the Civil Engineering Report prepared by Robert Bird Group at **Appendix Z**.

Tree Removal and Replacement

To facilitate the proposed development, a total of nine (9) trees are proposed to be removed, which are all identified as having a low to moderate retention value, or no retention value at all. Despite the removal of trees, the proposed development includes the planting of six (6) new street trees, along with several smaller planter boxes and vegetation throughout the building.

The proposed tree removal is further discussed in **Section 7.6.1** of this EIS and in the Arboricultural Impact Assessment at **Appendix O**.

4.5 Site Servicing and Utilities

An assessment has been undertaken to determine the capacity for the site to be serviced by relevant infrastructure and utilities. All relevant utility and service providers and authorities have confirmed that the site can be serviced subject to some infrastructure upgrades. Utilities connections are detailed below:

- **Gas:** There is currently gas supply provided to the site. However, the proposal intends to be a 100% electric development and therefore, no further gas infrastructure work is required.
- **Electricity:** The operations of the new mixed-use development will require electrical power requirements and therefore, the development will require a two 1,500kVA transformer basement chamber substation to support the approximate demand of 3,000kVA anticipated for the site.
- **Water:** The proposed development will connect to the existing 200mm water main along Christie Street, which is anticipated to sufficiently service the site.
- **Sewerage:** The sewer connection will be via the existing 225mm Sydney Water sewer main, which falls down Christie and Nicholson Street. There are five separate connections to the site, which will be consolidated into a single connection for the development. Further, a sewer pump station will be provided below the basement level for the minor drainage that is required to the plant areas located therein.
- **Telecommunications:** The proposed development is constructed over a live Telstra Exchange Building and therefore, all new communications connections (NBN Co) will be directly connected to the infrastructure on the site.

Further discussion is provided in the Water Management Plan at **Appendix Z** and the Electrical Services Statement at **Appendix JJ**.

4.6 Integration with the Telstra Exchange Building

The Telstra Exchange building is a critical piece of telecommunications infrastructure that must remain fully operational. As such, the Telstra Exchange infrastructure and equipment will be retained and untouched as part of the project.

In response, the structural solution for the proposed development involves the incorporation of full level trusses that will transfer the load from the proposed tower to edge columns on either side of the Telstra Exchange. This will minimise disruption to the Telstra Exchange and allow it to remain in operation throughout the construction and operation of the new development.

It is noted that minor demolition works to the building fabric and internal partitions of the existing Telstra Exchange building are proposed to facilitate the new car stacker and car parking and allow for the appropriate integration within the new building. These works will not impact the ongoing operation of the exchange.

Figure 16 Error! Reference source not found. below illustrates the proposed structural solution implemented into the design of the proposed development.

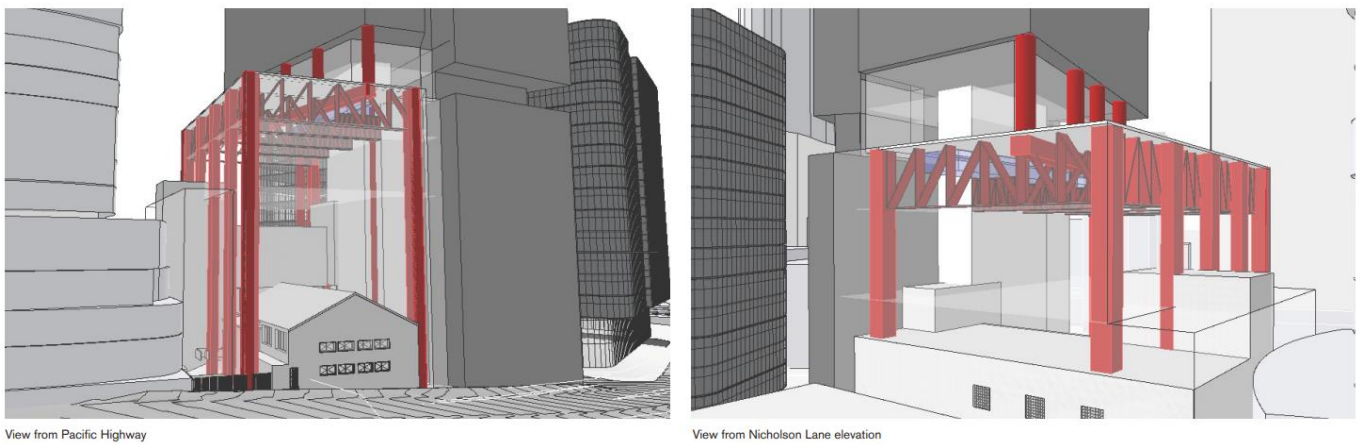


Figure 16 Integration with the Telstra Exchange Building

Source: DKO Architects

4.7 Built Form

The proposed new building comprises a 42-storey development consisting of three key components, a one-storey basement, a podium, and a tower. The building will reach a maximum height of 155m (RL 235.75) and will comprise a total gross floor area of approximately 28,047m², which equates to a total floor space ratio of 16.78:1.

4.7.1 Basement

A one-storey basement is proposed at the north-western portion of the site, which will comprise of plant and storage. Specifically, the rainwater tanks and waste room storage are included within the basement. **Figure 17** illustrates the floor plan for the proposed basement.

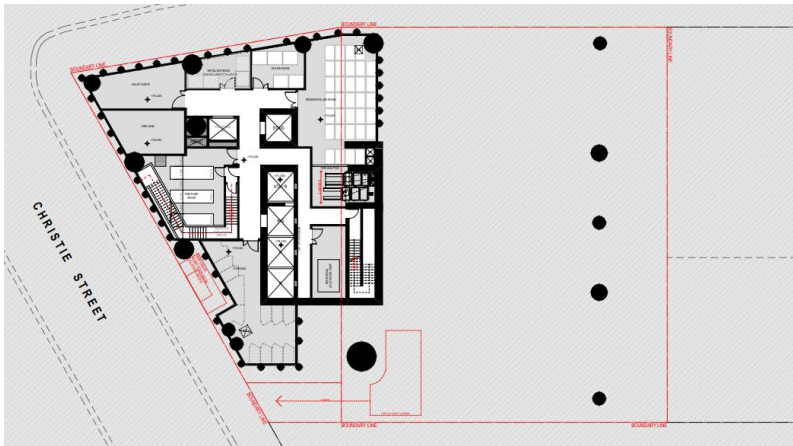


Figure 17 Proposed Basement Floor Plan

Source: DKO Architects

4.7.2 Podium

The proposed new building has been designed to ensure a sense of transition along the Pacific Highway streetscape by creating a podium, which comprises of a mix of ground level retail space, short term accommodation, car parking, and the existing Telstra Exchange telecommunication infrastructure.

At the ground level, the podium comprises a zero-metre setback to all boundaries. It is setback 6m from Level 7 to Level 10 at the eastern boundary. Through the adoption of these setbacks and appropriate selection of materials, the podium presents as an eight-storey element as illustrated in **Figure 18** below.



Figure 18 Render of proposed podium looking south west from the Pacific Highway

Source: DKO Architects

Lower Ground Level

Due to the slope across the site, with the levels decreasing between Pacific Highway and Nicholson Lane, a Lower Ground Level is proposed to be located at the ground level of Nicholson Lane. This level includes a vehicular entrance to the podium car park and loading dock from Christie Street. A car waiting lounge is proposed on this level, which is located adjacent to the car stacker to ensure residents and workers have a place to sit and wait for their car. Additionally, the residential lobby is located on this level, which will also be accessed via Christie Street.

The lower ground floor plan is provided in **Figure 19** below.

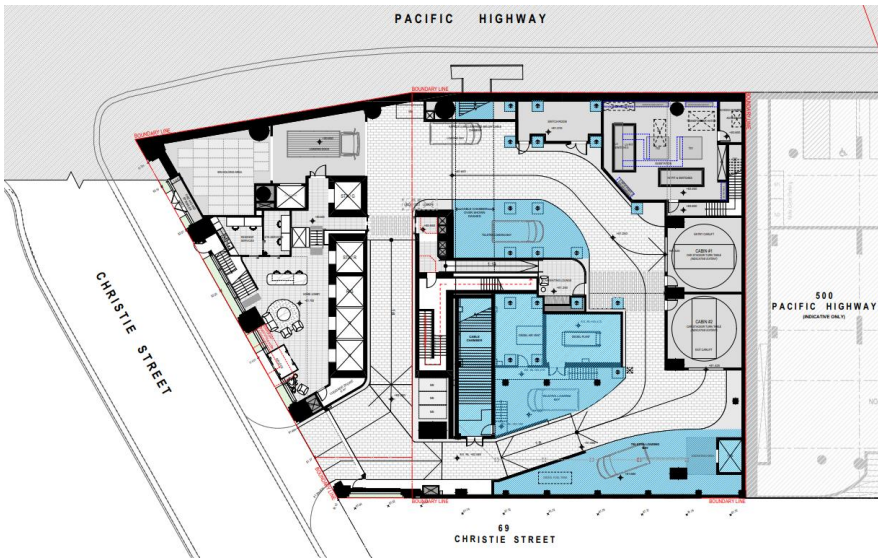


Figure 19 Lower Ground Level Floor Plan

Source: DKO Architects

Upper Ground Level

The Upper Ground Level represents the ground level on the Pacific Highway frontage. It is noted that this level sits as a mezzanine level to Nicholson Lane and part of Christie Street in response to the level change across the site. The upper ground level comprises the commercial lobby and two retail spaces, which are accessed via the Pacific Highway. Communal residential amenities are also provided on this level, including a library and lounge area, laundry, mail room and pet spa. The BTR leasing office and staff room are also located on this level. Additionally, this level accommodates bike parking and end of trip facilities for both the residents and staff of the development.

The upper ground floor plan has been included at **Figure 20**.

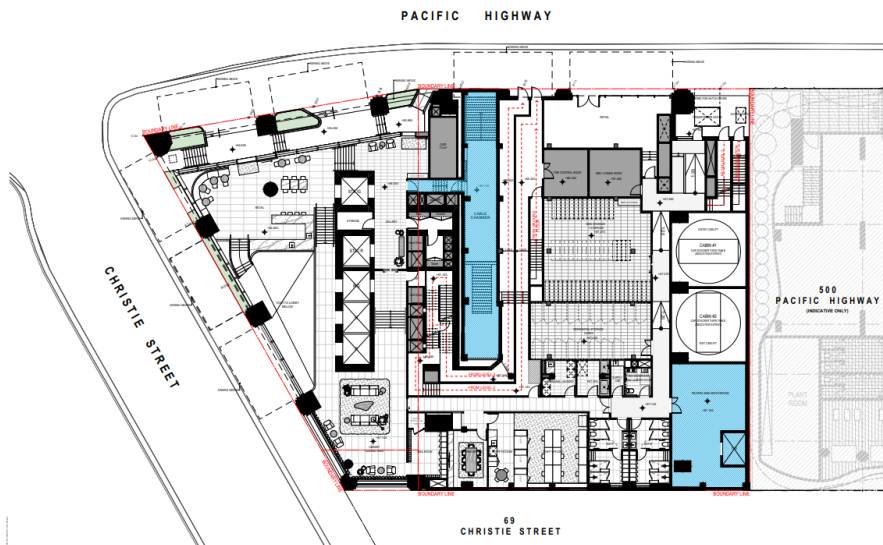


Figure 20 Upper Ground Level Floor Plan

Source: DKO Architects

Podium Levels 2 to 5

Levels 2 to 5 of the podium comprise a mixed floor plate, with the eastern portion comprising the Telstra Exchange and the car stacker and parking spaces, and the western portion comprising serviced apartments. It is noted that Level 2 is proposed to accommodate co-working spaces, part of that space being exclusive to residents and the other part open to the public.

Figure 21 provides a general floor plate of podium levels 1 to 4.

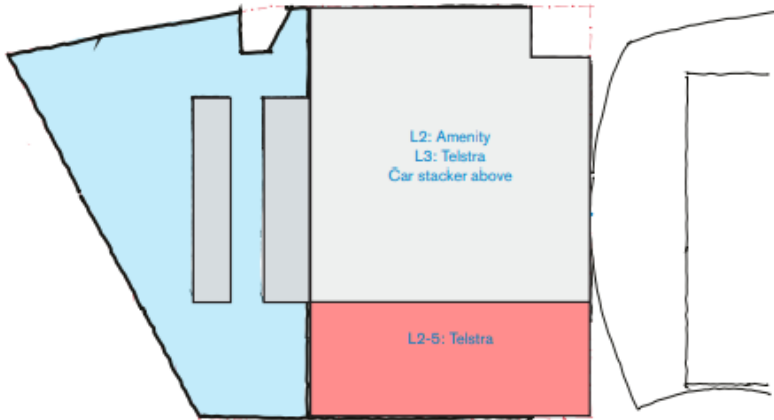


Figure 21 Typical Floor Plan for Levels 1 to 4

Source: DKO Architects

Podium Level 6 and 7

Serviced apartments occupies the entirety of Levels 6 and 7, including the linen and cleaning storage, along with the maids room and back of house. Figure 22 below illustrates the proposed floor plans for Level 6 and 7.

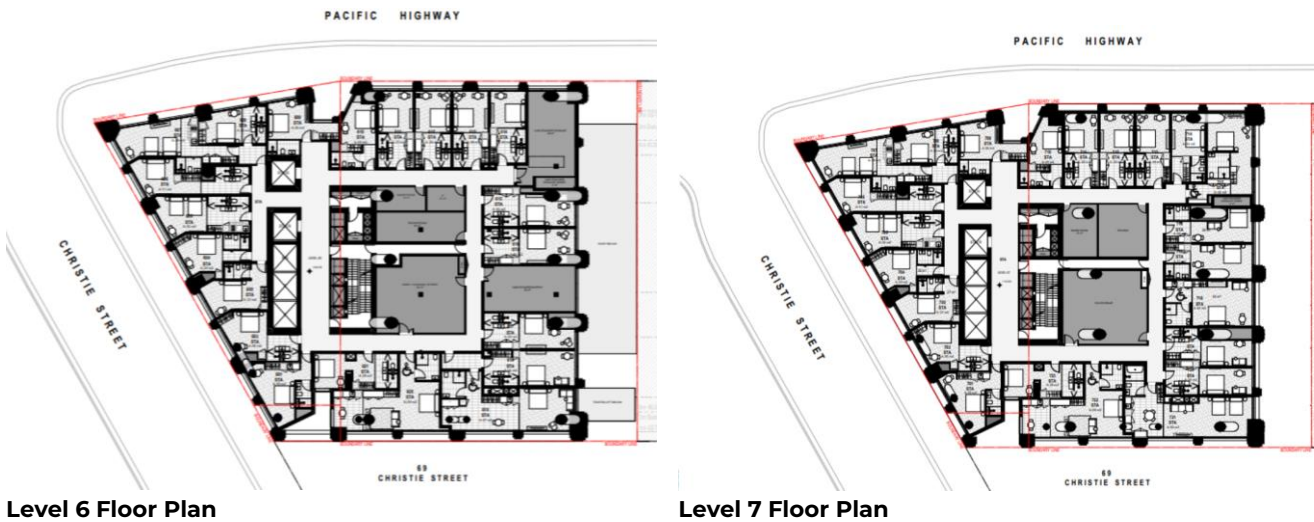


Figure 22 Level 6 and 7 Floor Plan

Source: DKO Architects

Level 8 – Key Worker Housing

Level 8 of the podium comprises 10 key worker housing units that will be owned and operated by Home as an extension of the BTR offering. In addition to the dwellings proposed, Level 8 also contains building plant and infrastructure from the Telstra Exchange building. An excerpt of the floor plan is provided at Figure 23 below.

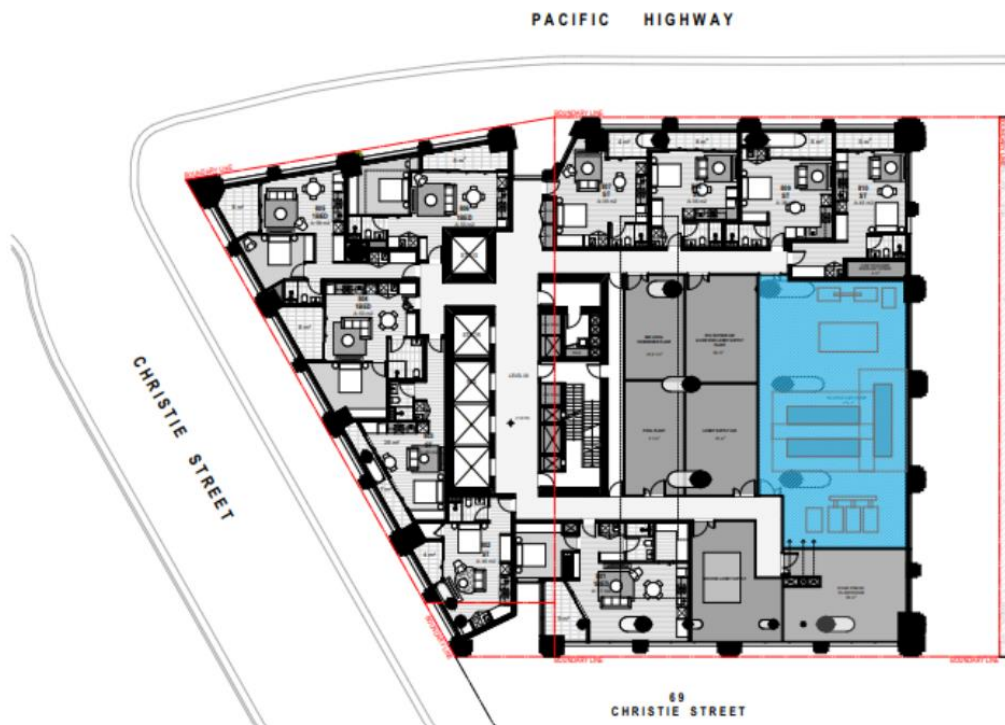


Figure 23 Level 8 Floor Plan

Source: DKO Architects

Level 9 – Amenity Level

Level 9 represents the rooftop of the podium and is proposed to accommodate a residential amenity level, which comprises a well-being centre, including a gym, an indoor swimming pool, a sun deck, two multi-function room, and a landscape terrace. Further detail on the communal amenities proposed are included at **Section 4.9.3** and an excerpt of the floor plan is provided at **Figure 24** below.

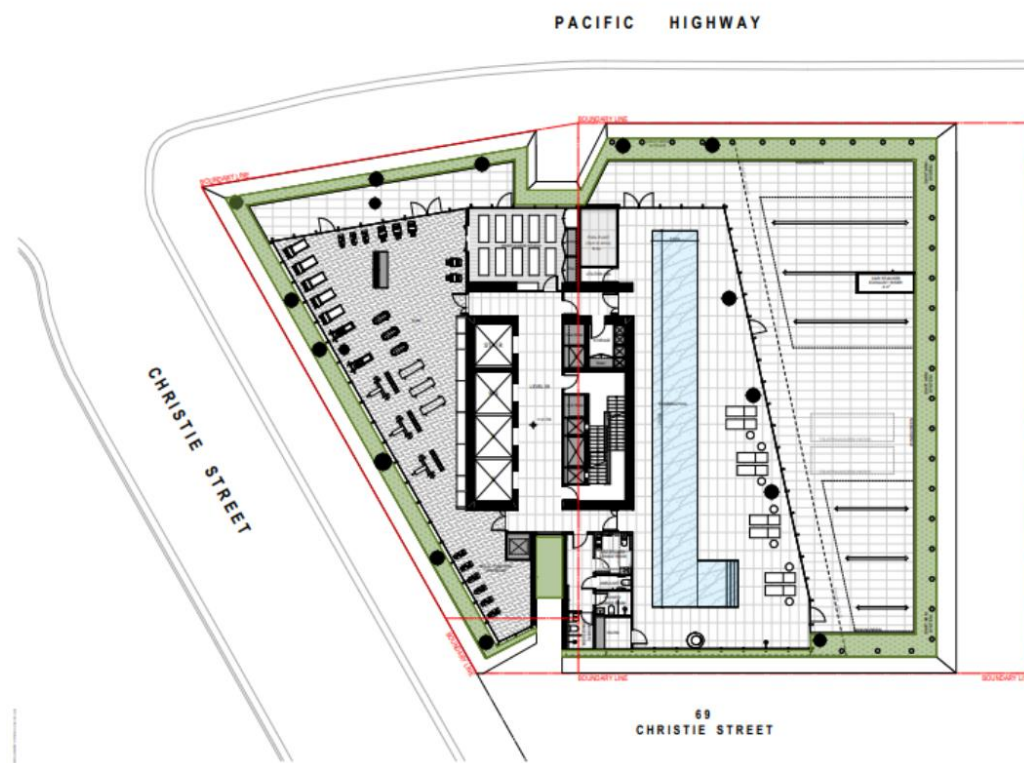


Figure 24 Level 9 Floor Plan

Source: DKO Architects

4.7.3 Tower

Above the podium, a slender 34 storey residential tower is proposed, which has been appropriately designed and scaled in the context of the character of the sites and surrounds. The typical residential floor plate is approximately 732m² and comprises nine apartments. The development proposes a total of 272 build-to-rent dwellings, comprising a mix of apartment sizes and typologies.

One of the key objectives of the design approach is to facilitate a development that provides a high level of residential amenity to all apartments. Through the implementation of specific design approaches outlined in **Section 7.1**, the apartments in the building have been optimised to provide outlook and views to Sydney Harbour where possible, and good solar and daylight access, ventilation, and visual and noise privacy.

At the heart of the proposed design is the 'vertical villages' principle. There are 2 vertical villages within the tower. Each village has access to a range of communal amenities to create sub-communities throughout the building. The communal amenity levels are expressed as continuous recessed breaks so that they can be seen at a city scale from afar and from the ground plane. The concept of vertical villages and communal amenities is further discussed in **Section 4.9.3** below.

Typical floor plates for the residential tower are provided in **Figure 25** below.

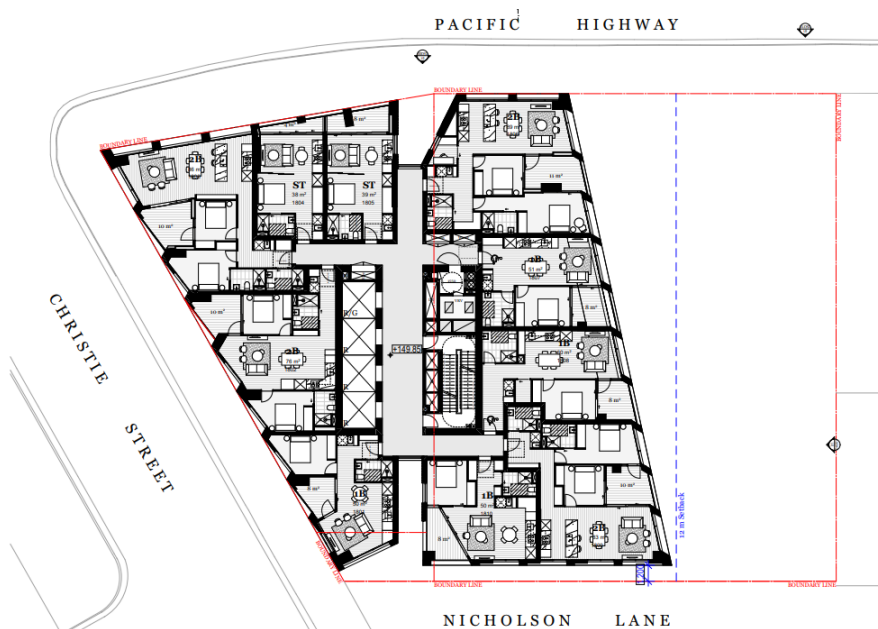


Figure 25 Typical Residential Floor Plate

Source: DKO Architects

4.8 Landscaping and Public Domain

The proposed landscaping and public domain strategy is a key element of the proposal and provides a strong opportunity to improve and activate the streetscape, while also enhancing the pedestrian network within the precinct. Through the adoption of the following principles, the landscaping design aims to create a sense of place that acknowledges and celebrates Country and fosters social inclusivity and cohesion.

- **Embedding stories of place:** Listening to and working with First Nations Peoples to incorporate and communicate the honest history of place and site.
- **Prioritise green:** Building on the existing green amenity on the site, additional vegetation should be used to create diverse spaces and microclimates to enhance habitat and biodiversity.
- **Fine grain:** Ensuring the built form and public domain response is appropriate and varied in its form, scale and material to encourage activation.
- **Variety of landscape spaces:** provide well considered and diverse communal open space opportunities for residents across the built form of the building.

Fulfilling the landscape design approach and vision, the development will deliver landscaped areas across the development, particularly in the form of vertical villages and outdoor terraces that have been designed around the

concept of “seasonality”. The proposed detailed design of these spaces is illustrated and described below as well as in detail in the Landscape Design Report at **Appendix I**.

4.8.1 Ground Plane and Public Domain

The site is located on a prominent corner of Pacific Highway and Christie Street in St Leonards and therefore, the ground plane is a key design pillar to the proposal and provides significant opportunity to enhance the public domain and contribute to high quality landscaping and design outcomes to the development.

Each street interface has been designed to add visual interest to the public domain and contribute to the completion of the missing piece at St Leonards key corner between Pacific Highway and Christie Street. The key considerations in the proposed design of the ground plane were usability, activation, and fine grain architectural detail. As identified in the Design Report (**Appendix H**) and the Landscape and Public Domain Strategy (**Appendix I**), the public domain strategy at the ground plane incorporates a number of design elements, including the following:

- **Street Trees:** The proposed development includes the planting of five new street trees along Pacific Highway and one new street tree on Christie Street.
- **Colonnade:** The glazing line at the ground level on Pacific Highway has been setback to create a continuous 4m colonnade, which provides a generous and sheltered width to the street footpath. This provides for a safer and more enjoyable pedestrian experience as it counteracts to the impact of the heavy, fast-moving traffic along Pacific Highway, as well as mitigates the wind impact.
- **Split Level:** Due to the steep slope of 2m across the site, the proposed design has incorporated a split-level ground floor and therefore, the location of entrances to the building has been strategically placed to ensure equitable access points for all community members.
- **Activation:** Through the combination of lobby entries and retail spaces, the proposed development has provided active edges as an extension of and engagement with the public realm.
- **Residential Lobby:** The proposed residential lobby is a large double height space across three levels, activated on each platform with the main lobby, retail and a communal library breakout space. It is space that is open, activated and dynamically designed with activity that surrounds the entry. Similar to a hotel lobby, it is open to the public and provides a continuation of the public domain.
- **Commercial and retail access:** Entry to the commercial lobby and retail spaces is provided through the proposed colonnade along Pacific Highway. Street seating and outdoor dining is proposed within the colonnade to further activate the ground plane.
- **Materiality:** The materiality of the entry with brick and bronze finishes is intended to reflect the historical streetscape of St Leonard’s and will ensure a human-scale development that is complementary to the public domain.
- **Signage and Wayfinding:** Signage zones along Pacific Highway are designed in the planters to allow for a softer edge to the entry.

Further detail on the proposed public domain strategy is provided at **Appendix I**.

4.8.2 Vertical Villages

Since the site is located within a highly urban and dense CBD environment, there is limited opportunity for ground level landscaping and open space. Notwithstanding, high quality landscaping is proposed throughout the building through the incorporation of wall planting and outdoor communal amenity areas, including community gardens, courtyards, and terraces.

The communal amenity spaces have been strategically located and designed throughout the building to create a series of vertical villages, which is a key concept of both the social and built form aspect of the development. The vertical villages are articulated through high quality landscaping design and the Connecting with Country thematic framework of endemic seasons, which will provide identity to each village. The proposed landscaping and plant palette for each level and outdoor communal amenity space is outlined in the Landscape and Public Domain Strategy at **Appendix I**.

4.9 Uses and Activities

4.9.1 Non-Residential Uses

The development comprises a total non-residential gross floor area of 3,850m², which includes two retail premises at the ground level, which will activate the strong frontage, as well as 84 serviced apartments located within the podium, which is offered as an extension of the build-to-rent offering. The visitors of the serviced apartments will have access to all podium amenity spaces, including the co-working space and Level 9 pool deck and gym.

4.9.2 Residential

As stated throughout this report, the development is predominantly for the purposes of residential land uses with a total residential gross floor area of 24,207m². It comprises a total of 282 residential dwellings, which includes 272 build-to-rent apartments in the tower and 10 key worker housing units on Level 8, which are offered as an extension of the broader build-to-rent development. A breakdown of the unit mix is provided below:

- Studio: 48 (17%)
- 1 Bedroom: 102 (36%)
- 2 Bedroom: 121 (43%)
- 3 Bedroom: 11 (4%)

Of the 282 dwellings proposed, the development comprises 56 adaptable apartments equating to 20%. The design and location of these units throughout the development is illustrated in **Appendix G**.

4.9.3 Residential Amenities

Consistent with the underlying objectives of the build-to-rent housing model, the proposed development delivers a high level of residential amenity throughout the provision of a significant and diverse quantum of communal residential facilities and outdoor spaces.

Specifically, the development comprises a total of 2,014m² of communal residential amenities. Such spaces are targeted to and respond to the needs of the demographic for build-to-rent housing, which includes young professionals, long-term renters, and large families. They have been strategically located and designed accordingly to create a sense of community, promote social cohesion and provide rich amenity.

Table 9 below provides a summary of the proposed amenity spaces and their location throughout the building.

Table 9 Communal Amenity Spaces

Level	Use
Upper ground level	<ul style="list-style-type: none"> • Pet Spa • Library / lounge area • Communal laundry
Level 2 – Workhub	<ul style="list-style-type: none"> • Meeting rooms • Board rooms • Break-out spaces • Individual workstations • Communal workstations • Focus rooms • Kitchenette
Level 9 – Wellness Centre	<ul style="list-style-type: none"> • Communal gym • Internal 25m lap pool • External balcony and sundeck • Communal BBQ area with outdoor dining facilities • Communal vegetable gardens • Flexible outdoor exercise area for pilates or yoga • Flexible multi-functional indoor exercise area • Feature planting and landscaping
Level 18	<ul style="list-style-type: none"> • Cinema room
Level 21	<ul style="list-style-type: none"> • Children's play space
Level 30	<ul style="list-style-type: none"> • Communal games room
Level 33	<ul style="list-style-type: none"> • Communal Kitchen and Dining

Level	Use
Level 41 – Garden Terrace	<ul style="list-style-type: none"> • Communal BBQ facilities • Communal vegetable gardens and composting • Flexible lawn space with views south across Sydney Harbour • External dining setting
Level 42 – Sky Lounge	<ul style="list-style-type: none"> • Communal lounge area • Communal kitchen facilities • Pot planting • Fireplace • Private function spaces

The abovementioned amenities proposed have been strategically located and designed throughout the development to create vertical villages, which is a key concept of both the social and built form aspect of the development. The location and distribution of these amenity spaces are illustrated in **Figure 26** and **Figure 27** below.



Figure 26 Northern Vertical Village and Communal Amenities

Source: DKO Architects

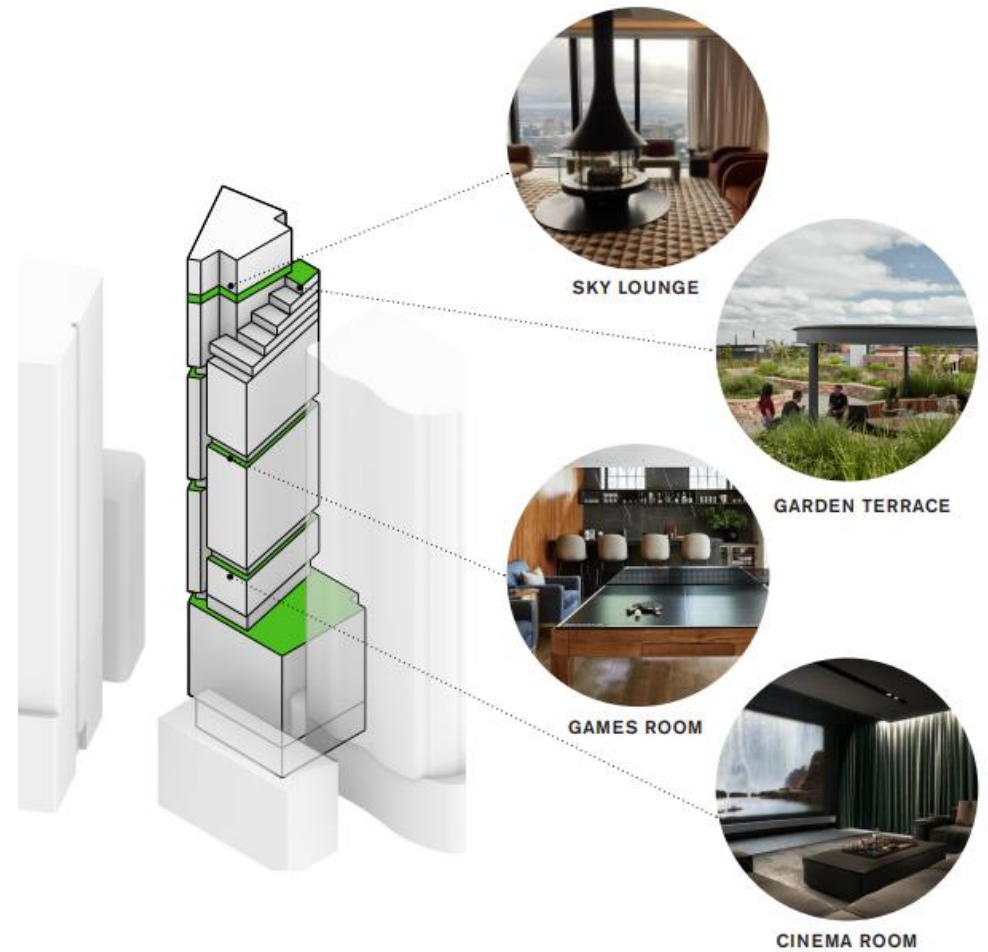


Figure 27 Southern Vertical Village and Communal Amenities

Source: DKO Architects

4.10 Facades and Materiality

The facades and materiality of the new building have been developed to define and reinforce a contemporary sense of place that is reflective of the site and the surrounding character, whilst providing visual interest and filling the missing piece of St Leonard's key corner between Pacific Highway and Christie Street. The materials selected for the proposed development provide a balance between hard paved surface and soft landscape areas suitable for the intended uses.

The podium and tower are clearly distinguished from each other through the selection of different materials. The materiality of the podium façade incorporates brown and red brick, paired with subtle bronze finishes and glazing. This reflects the historical streetscape of the St Leonards and Crows Nest precinct and ensures a built form that is appropriate at the human scale.

The key component of the tower façade comprises precast concrete. Bronze metallic finishes for the window frames, spandrels and soffits have also been carried through the tower, which is tied in with the façade strategy of the podium.

The proposed materials and finishes palette are provided at **Figure 28** below. Refer to **Appendix H** for further discussion on the façade types and materiality.



Figure 28 Materials and Finishes Palette

Source: DKO Architects

4.11 Transport and Access

4.11.1 Vehicular Access

All vehicular access into the site is provided from Christie Street via a two-way driveway at the south-western corner of the site. The proposed driveway comprises a one-way clockwise circuit on the Ground Level providing access to the loading dock, the car stacker, and the pick-up/drop off area for the car waiting lobby.

4.11.2 Pedestrian Access

Pedestrian access is provided via Christie Street for residents, and Pacific Highway for retail customers and visitors of the serviced apartments. Upgrades to the public domain bounding the site are proposed, including a tree planting, sheltered colonnade along Pacific Highway to improve the pedestrian experience surrounding the site. These public domain upgrades are discussed further at **Section 4.8.1** of this EIS.

4.11.3 Car Parking

The proposed development comprises a three-storey automated car stacker within the podium, which includes a total of 48 car spaces (28 build-to-rent, 19 short term accommodation, and 1 car share space).

4.11.4 Bicycle Parking and End of Trip

The proposed development will encourage active transport, particularly cycling, through the provision of appropriate infrastructure and a Green Travel Plan. The proposed development provides a total of 112 bicycle parking spaces.

End of trip facilities for staff and visitors are located on the upper ground level for both residents and visitors.

4.11.5 Loading Arrangements

A total of three loading bays are providing in the loading dock to accommodate the proposed uses, as well as the existing Telstra Exchange. The loading dock is located on the lower ground level, accessed via Christie Street. The swept path analysis for the proposed servicing arrangements is provided in **Appendix U**. It is requested that the preparation of a Dock Management Plan be conditioned within the Development Consent during the construction phase.

4.12 Stormwater

A Stormwater Management Plan has been prepared by Robert Bird Group and is provided at **Appendix Z**. The proposed development involves the installation of an on-site detention (OSD) tank at the lower ground level, which will have a volume of 42m³ and a permissible site discharge of 23.4L/s for storms up to 1% AEP.

4.13 Waste Management

An Operational Waste Management Plan (OWMP) has been prepared by Elephants Foot and is provided at **Appendix CC**. As detailed within the OWMP, the proposed development comprises 1 x bin chute for residential uses and provides various areas throughout the building allocated for waste storage and collection as detailed in **Table 10** below.

Table 10 Proposed Waste Room Areas

Level	Waste Type and Room	Equipment and MGBs	Estimated Area Required (m ²)	Actual Area provided (m ²)
Basement	Residential Bin Room	<ul style="list-style-type: none"> 1 x 3 – bin linear track for 660L (waste) with a compactor. 1 x 3 – bin linear track for 660L (recycling) 18 x 660L MGB (General waste) 9 x 660L MGBs (Commingled Recycling) 9 x 660L MGBs (Cardboard and paper) Bin lifter for 240 MGBs 	70	75
Ground Floor	Bin Holding Room (Collection Area)	<ul style="list-style-type: none"> 18 x 660L MGB (General waste) 9 x 660L MGBs (Commingled Recycling) 9 x 660L MGBs (Cardboard and paper) 	59	51
Basement	Bulky Goods Waste Storage Room		30	28
Basement	Short term accommodation waste room	<ul style="list-style-type: none"> 3 x 1100 L MGBs (General Waste) 1 x 1100 L MGBs (Commingled Recycling) 	15	19
Basement	Retail waste room	<ul style="list-style-type: none"> 3 x 1100 L MGBs (General Waste) 1 x 1100 L MGBs (Recycling) 	18	18

The waste room areas have been calculated based on equipment requirements and/or bin dimensions with an additional 70% of bin GFA factored in for manoeuvrability. Additionally, all doorways and passageways facilitating the movement of bins and/or bulky waste items must be at least 1500mm wide.

4.14 Site Management and Operational Details

Under the project's build-to-rent model, Home will retain ownership and be responsible for the ongoing management of the building. An integrated on-site management team will service both the development's residential and non-residential uses, comprising concierge, maintenance, property management, leasing staff members, enabling a flexible and tailored, yet holistic management approach.

The proposed development will generate an approximate 40 direct operational jobs across both the residential and non-residential components of the development.

The indicative hours of operation for the development is 24 hours for the residential and short term accommodation component, while the retail hours will be sought separately once an operator has been confirmed.

4.15 Construction Management

A detailed Construction Management Plan (CMP) will be prepared by the appointed contractor prior to the commencement of works. The CMP will address the following matters:

- Material management;
- Construction traffic management;
- Health and safety;
- Equipment / materials staging and parking;
- Dust control measures; and
- Methods for disposal of demolition waste.

4.16 Staging and Delivery

The proposed development will be undertaken and delivered in 8 construction stages, which are summarised below:

- **Stage 1:** Remove and demolish existing structures. Where required, strengthen shoring for below ground perimeter walls.
- **Stage 2:** Install footing strengthening to existing Telstra Exchange building, and commence manual excavation of footings within Telstra.
- **Stage 3:** Bulk and detailed excavation.
- **Stage 4:** Construct conventional insitu up to and above Telstra. The column within the Telstra building is to be 'jumped' with concrete filled tubes.
- **Stage 5:** Install structural steel bondek over Telstra and establish form.
- **Stage 6:** Install transfer trusses
- **Stage 7:** Continue tower progression
- **Stage 8:** Continue tower progression and make alterations to existing Telstra to allow car entry.

The proposed staging plan is provided at **Appendix PP**.

5.0 Statutory Context

Development approval is sought for the project under the State Significant Development provision of Part 4 of the *Environmental Planning & Assessment Act 1979*. The project's key statutory requirements are outlined in the sections below. This section is complemented by a statutory compliance table at **Appendix B** that identifies all statutory requirements and where those requirements have been addressed in the EIS.

5.1 Power to Grant Approval

The legislative pathway under which the consent is sought, why the pathway applies, and the relevant consent authority is outlined in **Table 11** below.

Table 11 Power to Grant Consent

Matter	Consideration
Declaration of State Significant Development	<p>Development consent will be sought under 'Division 4.7 - Stage Significant Development' of the EP&A Act. Section 4.36(2) of the EP&A Act states that:</p> <p><i>A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.</i></p> <p>Schedule 1 of State Environmental Planning Policy (Planning Systems) 2021 lists development that is declared State significant development. Section 27 of Schedule 1 states:</p> <p>27 Build-to-rent housing</p> <p>(1) <i>Development permitted under the Housing SEPP, Chapter 3, Part 4 if—</i></p> <p>(a) <i>The proposed development has a capital investment value of—</i></p> <p>(i) <i>For development on land in the Greater Sydney Region—more than \$50 million, or</i></p> <p>(ii) <i>For development on other land—more than \$30 million, and</i></p> <p>(b) <i>The tenanted component of the proposed development has a value of at least 60% of the capital investment value of the proposed development, and</i></p> <p>(c) <i>For development on land in Zone B3 Commercial Core – the proposed development does not involve development that is prohibited under an environmental planning instrument applying to the land, other than development for the purposes of multi dwelling housing, residential flat buildings or shop top housing, and</i></p> <p>(d) <i>For development on other land—the proposed development does not involve development that is prohibited under an environmental planning instrument applying to the land.</i></p> <p>As outlined below, the proposal is permissible with consent under Chapter 3, Part 4 of the Housing SEPP. Furthermore, the CIV Report (under separate cover), confirms that the developments CIV exceeds \$50 million and that the tenanted component of the proposal represents more than 60% of the proposed developments CIV. Therefore, the proposal is declared State Significant Development.</p> <p>The non-SSD components of the development, including commercial and retail premises, medical centre, and childcare centre, are considered sufficiently related to the build-to-rent component of the development in accordance with Section 2.6(2) of the Planning Systems SEPP given their logical synergies from a services, amenity and viability perspective, as well as their co-location within a strategic centre context, and given the combined CIV of these components represent the less dominant elements of the project (less than 40%).</p>
Consent Authority	<p>Section 4.5 of the EP&A Act and Section 2.7 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> stipulate that the consent authority is the Minister for Planning (or the Department of Planning and Environment as their delegate) unless the development triggers the matter set out in Section 2.7(1) in which case the consent authority will be the Independent Planning Commission.</p>

5.2 Permissibility

The permissibility of the proposed development considering the proposed land uses and land zoning is outlined in **Table 12** below.

Table 12 Permissibility

Matter	Consideration
Land Use	<p>The project seeks approval for the following uses:</p> <ul style="list-style-type: none"> • Shop top housing, with ground floor retail and residential accommodation above, which will be used for the purposes of build-to-rent housing. • Serviced Apartments • Retail premises
Land Zoning	<p>The site is currently zoned E2 Commercial Centre under the <i>Lane Cove Local Environmental Plan 2009</i> (Lane Cove LEP), however, as per the concurrent State Led Rezoning, the site will be rezoned to MU1 Mixed Use</p>
Permissibility	<p>Of the proposed uses, the retail premises and the short term accommodation is permissible with consent within the E2 zone, while shop top housing is prohibited within the zone under the Ryde LEP 2014.</p> <p>Despite this, shop top housing (build-to-rent) is made permissible by way of Section 72(2)(ii) and (3) of the Housing SEPP if:</p> <ul style="list-style-type: none"> • The development results in at least 50 apartments occupied, or intended to be occupied, by individuals under residential tenancy agreements, and • All buildings containing the apartments are located on the same lot. <p>The proposed development is capable of achieving the above and therefore, the proposed development for the purposes of shop top housing (build-to-rent) is permissible with consent at the site.</p> <p>Further, it is emphasised that the site is being rezoned to MU1 Mixed Use via a concurrent State Led Rezoning, whereby all the proposed uses will be permissible with consent.</p>

5.3 Other Approvals

The other legislative approvals required for the Proposal in addition to a development consent under Division 4.7 of the EP&A Act are outlined in **Table 13** below.

Table 13 Other Approvals

Matter	Consideration														
Approvals not required for SSD	<p>Section 4.41 of the EP&A Act stipulates that certain authorisations are not required for State significant development. The following legislative approvals would otherwise be required if the Project was not State significant.</p> <table border="1"> <thead> <tr> <th>Legislation</th> <th>Approval Otherwise Required</th> </tr> </thead> <tbody> <tr> <td colspan="2">Legislation that does not apply to State Significant Development</td> </tr> <tr> <td>Fisheries Management Act 1994</td> <td>No</td> </tr> <tr> <td>Heritage Act 1977</td> <td>No</td> </tr> <tr> <td>National Parks and Wildlife Act 1974</td> <td>No</td> </tr> <tr> <td>Rural Fires Act 1997</td> <td>No</td> </tr> <tr> <td>Water Management Act 2000</td> <td>No</td> </tr> </tbody> </table>	Legislation	Approval Otherwise Required	Legislation that does not apply to State Significant Development		Fisheries Management Act 1994	No	Heritage Act 1977	No	National Parks and Wildlife Act 1974	No	Rural Fires Act 1997	No	Water Management Act 2000	No
Legislation	Approval Otherwise Required														
Legislation that does not apply to State Significant Development															
Fisheries Management Act 1994	No														
Heritage Act 1977	No														
National Parks and Wildlife Act 1974	No														
Rural Fires Act 1997	No														
Water Management Act 2000	No														
Consistent Approvals	<p>Section 4.42 of the EP&A Act stipulates that certain authorisations cannot be refused if they are necessary for carrying out State significant development. The following table lists legislative approvals that are required for the Project and cannot be refused if the Project is approved.</p>														

Matter	Consideration	
	Act	Approval Required
	Legislation that must be applied consistently	
	Fisheries Management Act 1994	No
	Mine Subsidence Compensation Act 1961	No
	Mining Act 1992	No
	Petroleum (Onshore) Act 1991	No
	Protection of the Environment Operations Act 1997	No
	Roads Act 1993	Yes
	Pipelines Act 1967	No
EPBC Approval	<p>The <i>Environmental Protection and Biodiversity Act 1999 Act</i> (EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places. These are known as matters of National Environmental Significance. If the proposed development will, or is likely, to impact a matter of National Environmental Significance, then it is required to be referred to the Federal Department of the Environment for assessment to determine if it constitutes a 'controlled action' requiring EPBC approval. Presently, a bilateral agreement allows the Commonwealth Minister for the Environment to rely on the NSW environmental assessment process when assessing a controlled action under the EPBC Act.</p> <p>The proposed development is located within a highly urbanised area without significant vegetation and therefore, it is not likely to impact a matter of National Environmental Significance. As such, the proposed development is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies.</p>	

5.4 Pre-Conditions to Exercising the Power to Grant Consent

Table 14 identifies pre-conditions to be fulfilled by the consent authority before exercising their power to grant development consent.

Table 14 Pre-Conditions to be fulfilled by the consent authority

Legislation	Pre-Condition
Biodiversity Conservation Act 2016	<p>The <i>Biodiversity Conservation Act 2016</i> (BC Act) protects native vegetation, species of threatened flora and fauna, endangered populations and endangered ecological communities and their habitats in NSW. Section 7.9 requires a development application for State significant development to be accompanied by a Biodiversity Development Assessment Report.</p> <p>The proposed development is subject to a waiver from the requirement to prepare a BDAR in compliance with this pre-condition. The BDAR waiver is provided at Appendix Q.</p>
State Environmental Planning Policy (Transport and Infrastructure) 2021	<p>The <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (T&I SEPP) aims to facilitate the effective delivery of infrastructure across the state.</p> <p>Section 2.48 – Determination of development applications – other development Section 2.48 requires the consent authority to give written notice to the electricity supply authority for the area and take into consideration any response to that notice before granting consent to a development likely to affect an electrical transmission or distribution network.</p> <p>The application will be referred to the relevant utility providers during the assessment. Further discussion on infrastructure and utilities is also provided at Appendix JJ and Section 4.5.</p> <p>Section 2.119 – Development with frontage to classified road Section 2.119 relates to development on land that adjoins a classified road. This section requires that:</p> <p>(2) <i>The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—</i></p> <p>(a) <i>where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and</i></p>

- (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*
- (i) *the design of the vehicular access to the land, or*
 - (ii) *the emission of smoke or dust from the development, or*
 - (iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- (c) *the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

As discussed further in **Appendix U** and **Section 7.8**, vehicular access has been designed accordingly to ensure the abovementioned provisions are achieved.

Section 2.120 – Impact of road noise or vibration on non-road development

Section 2.120 requires a consent authority to consider the impacts of road noise and vibration on residential development. This section specifically requires:

- (3) *If the development is for the purposes of residential accommodation, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following La_{eq} levels are not exceeded—*
- (a) *In any bedroom in the residential accommodation—35dB(A) at any time between 10pm and 7am,*
 - (b) *Anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40dB(A) at any time.*

A Noise and Vibration Report has been prepared for the site, which confirms that compliance with the abovementioned noise levels can be achieved for each of the dwellings, subject to the implementation of detailed design measures including external wall construction techniques, façade glazing and alternative ventilation techniques. Refer to **Appendix Error!** Reference source not found. and **Section 7.9** for further detail.

Section 2.121 – Excavation in or immediately adjacent to corridors

Section 2.121 requires the consent authority to provide the RMS with written notice of the development application for developments considered a 'traffic generating activity'.

The proposed development is classified as a traffic generating activity given that it is classified as 'residential accommodation' and comprises 282 dwellings. As such, the SSDA will require referral to RMS for comment during the assessment.

State Environmental Planning Policy (Resilience and Hazards) 2021

The *State Environmental Planning Policy (Resilience and Hazards) 2021* (R&H SEPP) aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.

Section 4.6 stipulates that a consent authority must not consent to the carrying out of development unless:

- It has considered whether the land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out; and
- If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

The Preliminary Site Investigation prepared by Douglas Partners confirms that the site can be made suitable for the proposed development and use as a mixed-use building comprising, build to rent housing, short term accommodation and retail land uses, subject to the successful implementation of the recommendations outlined in **Appendix BB**.

5.5 Mandatory Matters for Consideration

Table 15 identifies matters that the consent authority is required to consider in deciding whether to grant consent to any development application.

Table 15 Matters for Consideration

Legislation	Matters for Consideration
<i>Environmental Planning & Assessment Act 1979 (EP&A Act)</i>	<p>The proposed development is consistent with the objectives of the EP&A Act for the following reasons:</p> <ul style="list-style-type: none"> • It allows for the orderly economic development of the land for build to rent housing, commercial and retail uses and provides improved residential facilities that are contemporary and response to the housing demand and needs within the precinct. • It allows for additional employment opportunities throughout the construction and operational phases. • It will facilitate ecologically sustainable development through a range of design and operation initiatives. • It achieves a high-quality design outcome that will benefit residents, visitors and local community members. <p>The proposed development is consistent with Division 4.7 of the EP&A Act, particularly for the following reasons:</p> <ul style="list-style-type: none"> • The development has been declared to have state significance. • The development is not prohibited by an environmental planning instrument. • The development has been evaluated and assessed against the relevant heads of consideration under Section 4.15(1), as outlined in this table.
<i>State Environmental Planning Policy (Housing) 2021</i>	<p>Chapter 3, Part 4 of the Housing SEPP applies to development for the purposes of build-to-rent housing. An assessment of the proposed developments consistency with the relevant provisions and controls of the Housing SEPP is provided in Section 5.5.1 below.</p>
<i>State Environmental Planning Policy No.65 – Design Quality of Residential Apartment Development</i>	<p><i>State Environmental Planning Policy No. 65—Design Quality of Residential Apartment Development</i> (SEPP 65) applies to the proposal's residential component. Section 7.2.5 assesses the proposal's compliance with the Apartment Design Guide (ADG). The proposal has undergone the SDRP process, and their advice has been reflected in the current design (as explained in Appendix H).</p> <p>It should be noted and highlighted that the NSW ADG is to be applied flexibly to build-to-rent development as written under Section 75 of the Housing SEPP, as well as the flexible design fact sheet prepared by DPE, which can be found here.</p> <p>Despite this, through extensive design analysis, the proposed development is still able to comply with majority of the NSW ADG and is generally consistent with the nine design principles enunciated under SEPP 65, which is further detailed in the Design Verification Statement provided by DKO Architects at Appendix H.</p>
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	<p>The NSW Government is committed to developing sustainable and resilient homes and buildings and bringing NSW closer to net zero emissions. As such, the Sustainable Buildings SEPP was made in August 2022 and came into effect on 1 October 2023.</p> <p>The Sustainable Buildings SEPP encourages the design and delivery of more sustainable buildings across NSW. It sets sustainability standards for residential and non-residential development and starts the process of measuring and reporting on the embodied emissions of construction materials. The relevant standards for BASIX buildings relate to energy and water use and thermal performance.</p> <p>The ESD Report provided at Appendix R provides a detailed assessment against the relevant standards and has found that the proposed development achieves a high level of sustainability. A BASIX Certificate and Report is provided at Appendix S, as well as a Section J Compliance Statement at Appendix T.</p>
<i>Lane Cove Local Environmental Plan 2009</i>	<p>Section 2.3 Zone Objectives and Land Use Table</p> <p>The concurrent State Led Rezoning submitted with this SSDA proposes to rezone the land from E2 Commercial Centre to MU1 Mixed Use. As such, development for the purposes of build-to-rent in the form of 'shop top housing' is permissible with consent under the MU1 Mixed Use zone and at the site subject to the State Led Rezoning.</p> <p>The proposal is consistent with the MU1 zone objectives as:</p> <ul style="list-style-type: none"> • The renewal and redevelopment of the site will provide a diversity of compatible land uses, including residential, commercial and retail within a

Legislation	Matters for Consideration
	<p>highly accessible area, which will serve the workforce, visitors and wider community.</p> <ul style="list-style-type: none"> The site is close to a variety of public transport options. It is highly accessible within walking distance to both St Leonards Station and the future Crows Nest Metro Station, as well as numerous bus services. Sustainable and active transport options will continue to be prioritised for the proposed development. The proposed renewal of the Telstra Exchange site will ensure a high-quality built form and urban design that will enhance the streetscape and public domain. The proposed development will ensure a high level of residential amenity to the BTR dwellings and maximise solar access throughout the building.
Clause 4.3 – Height of Buildings	The proposed development comprises a building height of 155m (RL 235.75), which is consistent with the concurrent State Led Rezoning submitted with this SSDA.
Clause 4.4 – Floor Space Ratio	<p>The proposed development achieves a floor space ratio of 16.78:1, which is consistent with the maximum floor space ratio of 17.1:1 on the site.</p> <p>It is noted that the proposed development also provides a non-residential floor space ratio of 2.3:1, which is provided within the podium of the building in the form of ground level retail and serviced apartments.</p>
Clause 5.10 – Heritage Conservation	The site is not listed as a local heritage item, nor is it located within a heritage conservation area. However, it is located in close proximity to various local and state items. As such, a Heritage Impact Statement has been prepared for the proposed development, which demonstrates that the proposed building envelope will not have an unacceptable heritage impact on the values of the nearby heritage items (refer to Appendix GG).
Lane Cove Development Control Plan 2009	<p>Development Control Plans are not a matter for consideration in the assessment of SSDAs by virtue of Section 2.10 of the Planning Systems SEPP, which states that '<i>Development Control Plans... do not apply to... State significant development</i>'.</p> <p>Site-specific design guidelines were prepared concurrently and as part of the State Led Rezoning and therefore, the proposed development is consistent with the relevant design provisions that apply.</p>

5.5.1 State Environmental Planning Policy (Housing) 2021

Chapter 3, Part 4 of the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) contains the standards for development for the purposes of build-to-rent housing in NSW. The proposed development comprises build-to-rent housing, which is permissible within both the E2 Commercial Centre and MUI Mixed Use zone under the Housing SEPP.

The key provisions of the Housing SEPP have been considered in the preparation of the SSD application and are addressed in **Table 16** below.

Table 16 Relevant provisions of the Housing SEPP under Chapter 3, Part 4

Section	Controls	Comment
Section 72 – Development for the purposes of build-to-rent housing permitted with consent	(1) <i>The objective of this section is to enable certain residential accommodation to be used as build-to-rent housing.</i>	The proposed development comprises a shop top housing development for the purposes of build to rent housing and is therefore, compliant with the objective of Section 72.
	<p>(2) <i>This Part applies to development for the purposes of multi dwelling housing, residential flat buildings or shop top housing on land—</i></p> <p>(a) <i>In the following zones—</i></p> <p>(i) <i>A zone in which development for the purposes of residential flat buildings is permissible under another environmental planning instrument.</i></p> <p>(ii) <i>Zone B3 Commercial Core,</i></p> <p>(iii) <i>Zone B4 Mixed Use,</i></p>	The proposed development is for the purposes of shop top housing on land that is proposed to be rezoned from B3 Commercial Core to B4 Mixed Use zone under a concurrent State Led Rezoning submitted to the Department of Planning and Environment (DPE). Therefore, Part 4 of the Housing SEPP applies to the proposed development.

Section	Controls	Comment
	<p>(iv) Zone B8 Metropolitan Centre, or</p> <p>(b) For which a site compatibility certificate has been issued under Section 39.</p>	
	<p>(3) Development consent may be granted for development to which this Part applies if—</p> <p>(a) the development will result in at least 50 dwellings occupied, or intended to be occupied, by individuals under residential tenancy agreements, and</p> <p>(b) all buildings containing the dwellings are located on the same lot.</p>	<p>The proposed development comprises a total of 282 residential dwellings, which are all intended to be occupied by individuals under residential tenancy agreements. It is noted that all proposed dwellings will be located on the same lot, including the key worker housing units proposed on Level 8.</p>
Section 73 – Conditions of build-to-rent housing to apply for at least 15 years.	<p>(1) Development consent must not be granted to the erection or use of a building for development to which this Part applies unless the consent authority is satisfied that, during the relevant period—</p> <p>(a) For development on land in Zone B3 Commercial Core—the building will not be subdivided into separate lots, and</p>	<p>Not applicable. The land is proposed to be rezoned to MU1 Mixed Use under the concurrent State Led Rezoning.</p>
	<p>(b) For development on land in another zone—the tenanted component of the building will not be subdivided into separate lots, and</p>	<p>Complies. The tenanted component of the building will be located on the same lot and will not be subdivided into separate lots.</p>
	<p>(c) The tenanted component of the building will be—</p> <p>(i) Owned and controlled by 1 person, and</p> <p>(ii) Operated by 1 managing agent, who provides on-site management.</p>	<p>Complies. The tenanted component of the building will be owned, controlled and managed by Home.</p>
Section 74 – Non-discretionary development standards—the Act, s 4.15	<p>(1) The object of this section is to identify development standards for particular matters relating to development for the purposes of build-to-rent housing that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.</p>	<p>Noted. Refer to the below.</p>
	<p>(2) The following are non-discretionary development standards in relation to the carrying out of the development to which this Part applies—</p> <p>(a) the building height of all proposed buildings is not more than the maximum building height permitted under another environmental planning instrument for a building on the land,</p>	<p>The proposed development is consistent with the proposed building height under the concurrent State Led Rezoning, which is 155m.</p>
	<p>(b) for development on land in a zone in which no residential accommodation is permitted under another environmental planning instrument—a floor space ratio that is not more than the maximum permissible floor space ratio for other development on the land under another environmental planning instrument,</p>	<p>The proposed development is permissible with the maximum floor space ratio development standard of 17.1:1 required under the Lane Cove LEP.</p>
	<p>(c) if paragraph (b) does not apply—a floor space ratio that is not more than the maximum permissible floor space ratio for residential accommodation on the land under another environmental planning instrument,</p>	<p>Not applicable.</p>
	<p>(d) for development carried out wholly or partly on land in the Greater Sydney Region—</p> <p>(i) for land within an accessible area—0.2 parking spaces for each dwelling, or</p> <p>(ii) otherwise—0.5 parking spaces for each dwelling, or if a relevant planning instrument specifies a requirement for a</p>	<p>The proposed development is located within an accessible area and therefore, the applicable parking rate is 0.2 spaces per dwelling.</p> <p>A total of 282 dwellings are proposed and therefore, 56 parking spaces are required. The</p>

Section	Controls	Comment
	<i>lower number of parking spaces—the lower number specified in the relevant planning instrument,</i>	proposed development provides a total of 48 car parking spaces, with 28 of those dedicated for the residential land uses, which is therefore compliant with the required car parking rate.
Section 75 – Design Requirements	<i>(1) This section applies to development to which this Part applies only if State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development applies to the building resulting from the development.</i>	The <i>State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development</i> (SEPP 65) applies to the development. A detailed assessment against SEPP 65 and the ADG is provided in the Design Verification Statement prepared by DKO Architecture at Appendix H .
Section 76 – Active uses on ground floor of build-to-rent housing in business zones	<p><i>(1) The objective of this section is to ensure that, in relation to development for the purposes of build-to-rent housing, active uses are provided at the street level in business zones to encourage the presence and movement of people.</i></p> <p><i>(3) Development consent must not be granted for development to which this section applies unless the consent authority is satisfied that a building resulting from the development will have an active street frontage.</i></p> <p><i>(4) An active street frontage is not required for a part of a building used for 1 or more of the following—</i></p> <ul style="list-style-type: none"> <i>(a) entrances and lobbies,</i> <i>(b) access for fire services,</i> <i>(c) vehicular access.</i> 	<p>Complies. The proposed development will ensure active street frontages at the ground level through location of retail and commercial premises.</p> <p>Noted. Pedestrian access to the commercial lobby is via Pacific Highway, while access to the residential lobby is via Christie Street. Additionally, vehicular access to the proposed development is provided off Christie Street.</p> <p>Notwithstanding, the proposed development further enhances the street frontages by strategically locating retail premises along the Pacific Highway which will activate the streetscape and encourage pedestrian movement within the area.</p>
Section 77 – Conditions requiring land or contributions for affordable housing	<i>Nothing in this Part overrides a requirement to dedicate land or pay a monetary contribution under the Act, section 7.32.</i>	It is noted that there are no requirements under another EPI that required land or contributions for affordable housing.

6.0 Community Engagement

This section describes consultation undertaken and feedback received prior to the lodgement of the EIS for the proposal and engagement to be carried out following lodgement of the EIS. It is supported by a Consultation Outcomes Report prepared by Ethos Urban at **Appendix LL**. Further, it is supported by a Community Engagement Table included at **Appendix C**.

6.1 Engagement carried out

As detailed in the Consultation Outcomes Report at **Appendix LL** of the EIS, the following activities were undertaken:

- One online community information session;
- Weekly engagement with the Department of Planning and Environment and Planning Delivery Unit;
- Engagement with Lane Cove Council and other relevant agencies, including Greater Cities Commission (GCC), Transport for NSW (TfNSW), etc;
- Engagement with NSW Government Architects through 4x State Design Review Panel Meetings; and
- Project design meetings with Telstra and AMA House (southern neighbour)

The outcomes of consultation and the relevant responses are detailed in the Consultation Outcomes Report.

6.1.1 Consultation Methods

A range of consultation methods were used to engage stakeholders. This included activities completed prior to the lodgement, through the preparation of the ACHAR, and through the preparation of the EIS and associated technical studies. The following methods were utilised:

Table 17 Consultation Methods

Activity	Purpose
Letterbox drops	Invite letters to notify nearby residents and business about upcoming community consultation opportunities.
1800 phone line	A direct phone number established to receive any community enquiries and to be answered during business hours (8am – 5pm). Community members have the option to leave messages to receive a return phone call when phoning out of hours.
Consultation email address	The consultation email address (consultation@ethosurban.com) is used to provide a method of communication that is available to community and stakeholders 24/7.
Online community information session	To provide an opportunity to meet with the project team, learn about the development application, ask questions, and learn about what to expect in the coming stages.

6.1.2 Aboriginal Community Consultation

Consultation was undertaken with Aboriginal groups during the preparation of the Aboriginal Cultural Heritage Assessment Report (ACHAR) in accordance with the 'Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010' and the requirements of Clause 60 of the National Parks and Wildlife Regulation 2019.

The aim of the consultation process was to integrate cultural and archaeological knowledge and ensure registered Aboriginal stakeholders have informed to make decisions on Aboriginal cultural heritage. The Aboriginal consultation process involved the following stages:

- Stage 1 – Notification & Registration of Interest
- Stage 2 – Presentation of Project Information
- Stage 3 – Gathering Information about Cultural Significance
- Stage 4 – Review of Draft Cultural Heritage Assessment

A summary of the Aboriginal consultation process and outcomes is provided in the Aboriginal Cultural Heritage Assessment Report prepared by Comber at **Appendix FF**.

6.1.3 Lane Cove Council

Consultation with Lane Cove Council commenced in 2016 with the lodging of a Planning Proposal for a 53-storey residential building. However, the Council's assessment of the original Planning Proposal was delayed while the DPE prepared the 2036 Plan and Home withdrew the proposal at Council's request to allow consideration of the 2036 Plan. In December 2018, following the release of the draft 2036 Plan, the Planning Proposal was resubmitted and following Council's failure to endorse the proposal, a Rezoning Review request was sought on 30 January 2020 as the Council had not supported the request to amend the LEP within the 90 day timeframe. It was not supported by the Panel on the basis that the 2036 Plan was not made.

Following this, and as part of the revised scheme, the Proponent has met on numerous occasions with Council. Most importantly, a meeting undertaken on 1 June 2022 to brief Council Staff on the project. Several meetings undertaken on the following dates to discuss public benefit and proposed terms of VPA, as well as the overall content of the scheme:

- 5 July 2022
- 23 August 2022
- 20 September 2022
- 27 September 2022
- 4 October 2022
- 19 October 2022

The public benefit offer was presented at a Council meeting on 21 September 2023 and accepted in principle.

6.2 State Design Review Panel

The project team met with NSW Government Architect's State Design Review Panel (SDRP) four times prior to the lodgement of this SSDA on 10 March 2022, 22 April 2022, 2 June 2022, and 11 August 2022. Throughout these meetings, the proponent presented the proposed project and the strategy for the achievement of design excellence. Feedback from the SDRP has been addressed through the preparation of this EIS, which is detailed by DKO Architects in their response to SDRP matters at **Appendix H**.

6.3 Engagement to be carried out

The Applicant is committed to ongoing community consultation following the submission of the EIS. This includes during the exhibition and assessment of the project, and if approved, following a determination.

Following its submission, DPE will exhibit the EIS on the Major Projects NSW Website and invite submissions from government agencies and the public. Once the exhibition period is complete, DPE may require the Proponent to prepare a Submissions Report in response to issues raised. The proponent will continue to liaise with DPE and stakeholders during the Project's assessment to address queries that may arise.

The proponent will also undertake further engagement with Sydney Water to confirm capacity – noting however that both Statements of Available Pressure and Flow have been provided for 524 Pacific Highway, St Leonards and detail adequate provisions.



Figure 29 Community Engagement Collateral

Source: Ethos Urban

7.0 Environmental Impacts

This Section of the report assesses and responds to the environmental impacts of the proposed development. It addresses the matters for consideration set out in the SEARs. The Mitigation Measures at **Appendix D** complement the findings of this section. A table summarising compliance against the SEARs is also provided at **Appendix A**.

7.1 Built Form and Urban Design

7.1.1 Urban Design, Bulk and Scale

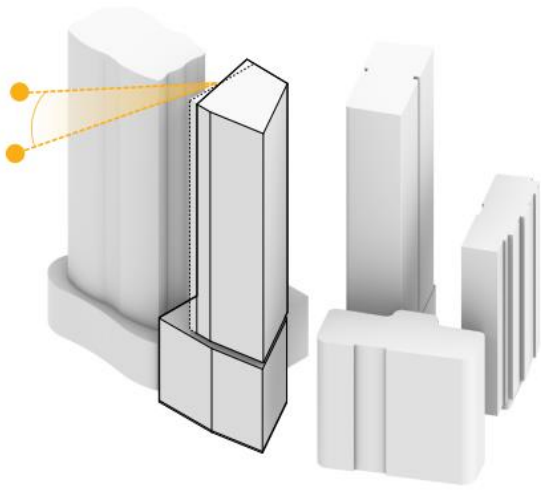
The general built form parameters for the site have been established by the Design Guidelines submitted with the State-Led Rezoning. The proposed development sits within the indicative built form envelope established by the Design Guidelines, which have been informed by engagement with the State Design Review Panel, the provisions of the Housing SEPP, the St Leonards and Crows Nets 2036 Plan, the Lane Cove LEP, and SEPP 65 Apartment Design Guide. The proposed development will deliver a high-quality built form and urban design outcome that is consistent with Home's vision for the site and the site's immediate context.

The proposal enables the site to accommodate a mixed-use build-to-rent housing development, while also improving the public domain outcomes and completing the streetscape of Pacific Highway. DKO Architects have undertaken various iterations of modelling and testing to understand the site's opportunities and constraints, which has informed the proposed urban design and scale of the development. This analysis has illustrated that the site can functionally and physically support the proposed development while being consistent with the surrounding development.

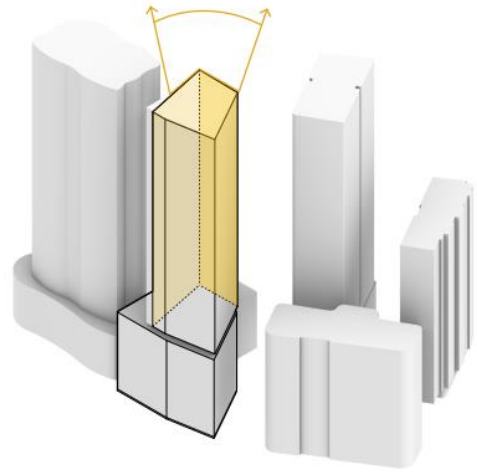
To maximise residential amenity on the site, reduce environmental impacts to the surrounding development and mitigate the perceived bulk and scale to the surrounding streetscape, the following approach to built form and urban design has been adopted:

- The tower form is chamfered to provide increased permeability between buildings.
- Adoption of generous setbacks and building separations, particularly to the New Hope building to the east.
- The building has been oriented north-south to ensure apartment planning maintains an optimum balance between solar compliance whilst maximising Sydney Harbour views.
- A continuous vertical recess is proposed on the northern and southern façade which further minimises the perception of the podium and tower mass by breaking the tower envelope into two distinct forms, while allowing sunlight and ventilation deep into the core.
- The massing of the two primary tower forms is further emphasised by lifting the corner element to increase its verticality.
- The secondary tower form is stepped to the south to maintain solar access to Newlands Park.
- Two articulated 'vertical villages' are interspersed up the tower. They are recessed and carried around the perimeter of each level and will be identifiable at the city scale and from the ground plane. The vertical villages further break down the tower massing into legible components.
- The façades are detailed with vertical and horizontal articulation which provides a human scale to the design.

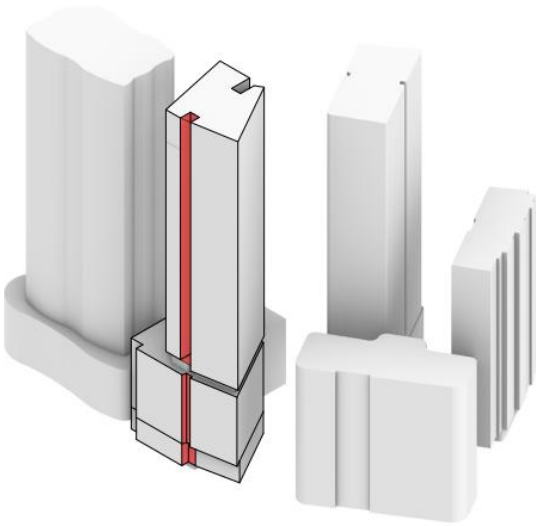
Diagrams prepared by DKO illustrating their design approach to bulk and scale are provided in **Figure 30** below.



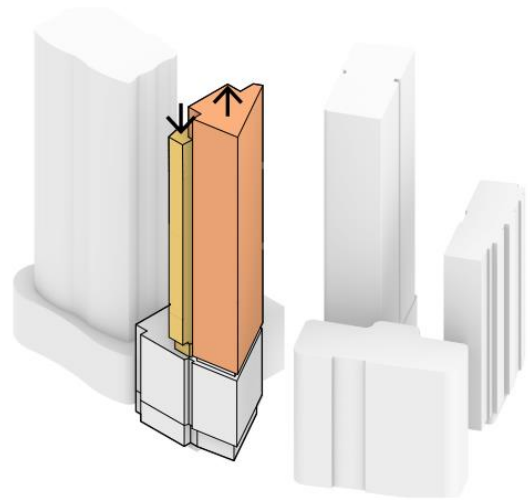
Chamfering the Corner by angling the building edge



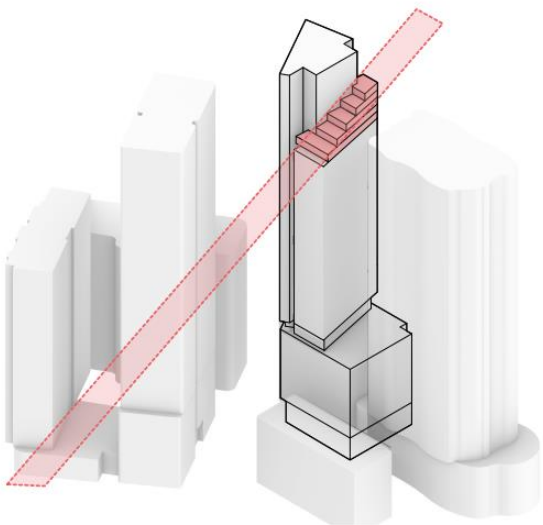
Orientation to maximise solar access and views



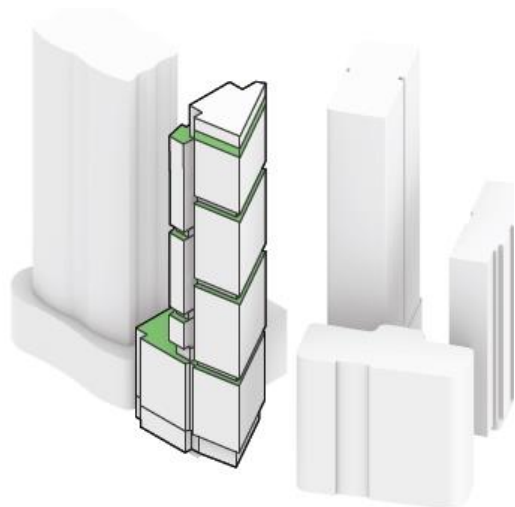
Creating primary articulation through vertical recession



Shifting the massing by lifting the corner



Stepped setback to mitigate overshadowing



Creating distinct vertical villages in façade

Figure 30 Built Form and Urban Design Approaches

Source: DKO Architects

7.1.2 Floor Space Ratio

The proposed development comprises a total GFA of 28,047m² broken down as follows:

- Residential: 22,193m²
- Residential amenities; 2,014m²
- Serviced apartment: 3,681m²
- Retail: 159m²

The proposed GFA results in an FSR of 16.78:1, which complies with the maximum FSR permissible under the Lane Cove LEP for the site.

Minimum Non-Residential FSR

The 2036 Plan recommends a minimum non-residential FSR of 4:1 for the development. The proposed development will provide a minimum of 3,840m² non-residential GFA which equates to an FSR of 2.3:1. The proposed amount of the non-residential GFA is appropriate for the following reasons:

- The significant constraints imposed by the Telstra Exchange building, preventing a basement, and requiring a cantilever over the existing structure, are a genuine impediment to any redevelopment at the site for commercial uses.
- The site's practical constraints mean that if a non-residential FSR of 4:1 was provided, commercial floor space would be accommodated in the tower. This will result in a suboptimal tenancy offering, as the commercial floor plates will be significantly smaller in comparison to the average commercial floor plate within the St Leonards Centre and it is unlikely that they would be occupied.
- The Economic Impact Assessment (**Appendix MM**), reports that vacancy rates of smaller commercial tenancy rates are significantly high in St Leonards. Additionally, the demand for commercial office space has further declined as a result of the COVID-19 pandemic.
- The recommendation to provide a minimum non-residential FSR 4:1 was nominated prior to the commercial market decline resulting from the pandemic and is considered outdated.
- It is also emphasised that build-to-rent housing is an employment generating use and a development comprising 100% BTR would be permissible within the E2 Commercial Centre zone in Lane Cove.

The proposed non-residential floor space used for the purpose of short term accommodation is considered a higher and better use for the site and will meet the market demand in the St Leonards Centre. Further, it will provide an approximate 40 new operational jobs in total, which is significantly higher than that existing on the site and will assist in achieving the target specified under the 2036 Plan.

7.1.3 Building Height

The development proposes a 42-storey mixed use building, which equates to a building height of circa. 155 metres (RL 235.75). It is noted that the 2036 Plan recommends a height of 35 storeys for the site, however, the Plan does not specify a building height in metres, nor does it identify a floor to ceiling height or specific land uses for the development. Additionally, and most importantly, the 2036 Plan stipulates that any development must not result in any additional overshadowing to Newlands Park, which we understand is the key criteria in determining building height within the precinct.

DKO Architects have undertaken rigorous and extensive testing to model the proposed building to ensure that development does not result in any net additional overshadowing to Newlands Park. This has ultimately informed the height and envelope including the stepped tower form to the southern boundary and the reduction in the tower floor plate above Level 34.

Notwithstanding the variation to the recommendation of the 2036 Plan, the proposed development generally achieves the vision and aims of the 2036 Plan in that it will maintain solar access to a key (and rare) piece of public open space within St Leonards. Further detail on solar access to Newlands Park is provided in **Section 7.2.1**.

Additionally, it is emphasised that the 2036 Plan identifies a focus on height and taller buildings around the 'knuckle area' between the St Leonards Rail Station and the future Crows Nest Metro Station. Given the sites central position

within the knuckle area and its visual prominence as a landmark corner, it is strongly argued that the proposed building height is better suited for the site and will result in a contextually appropriate addition to the St Leonards skyline. **Figure 31** illustrates that the proposed development is entirely compatible with the surrounding built form and is supported as the development does not generate any additional overshadowing to Newlands Park.

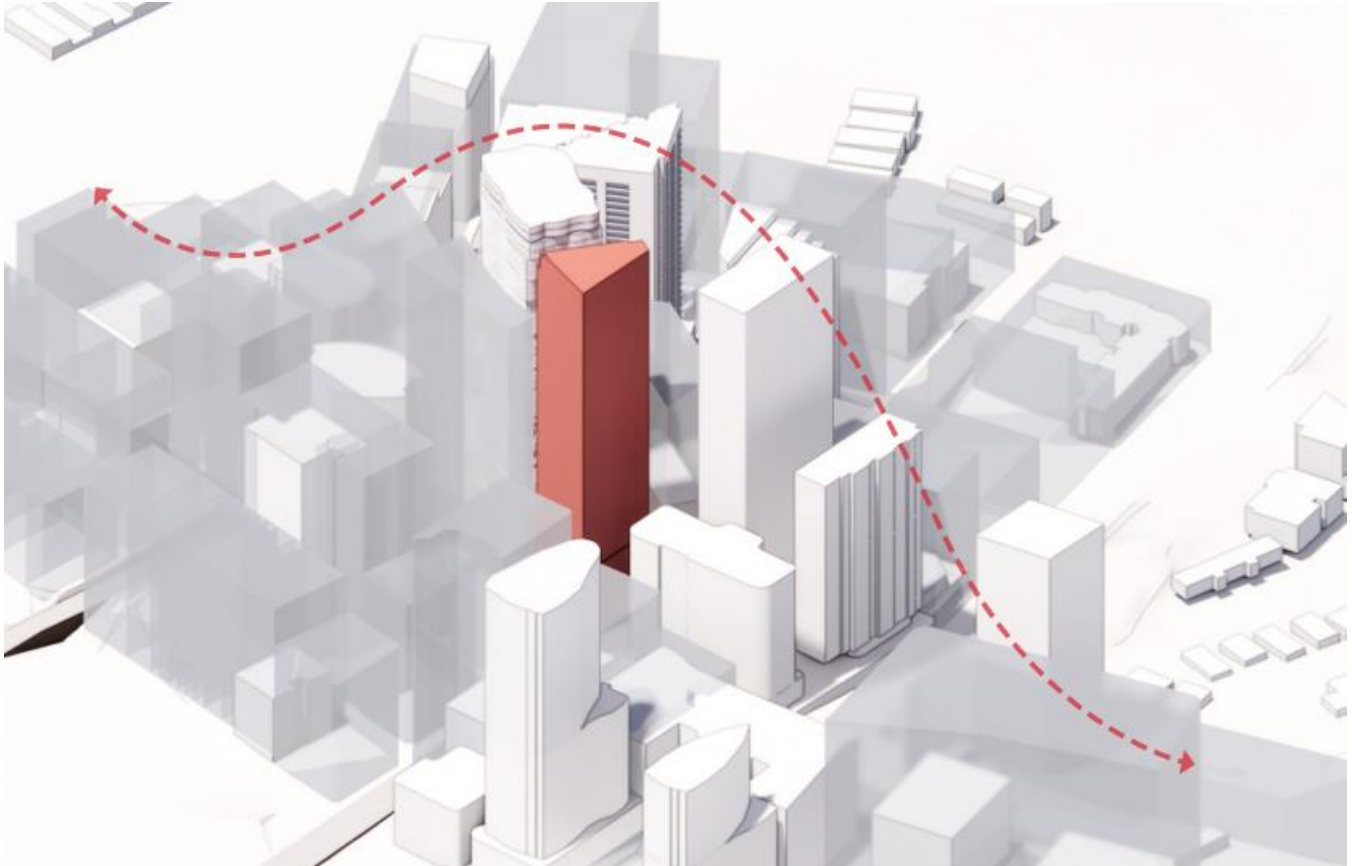


Figure 31 Proposed building height within the 'Knuckle Area' of St Leonards

Source: DKO Architects

7.1.4 Setbacks

The proposed setbacks are generally consistent with the 2036 Plan and have been adopted based on the surrounding built form context, adjacent buildings, and privacy concerns. Specifically, the below summarises the proposed setbacks to each boundary.

Northern and Western Setback (Pacific Highway and Christie Street)

The proposed development is built to the boundary along the northern and western frontage to Pacific Highway and Christie Street. Despite this, the continuous recessed breaks at multiple levels, particularly Level 9 assist in breaking down the scale and massing of the building. Therefore, regardless of the proposed zero metre setback, the podium will be perceived as an eight-storey building element through the implementation of appropriate articulation and materiality, which clearly distinguishes the podium from the tower.

Additionally, it is noted that a 3.5m setback is proposed on the north-western corner as well as the north-eastern corner at ground level to create a colonnade, which will enhance the pedestrian experience in St Leonards by enabling a wider and sheltered footpath that is further setback from the heavy and fast-moving traffic along Pacific Highway. It is also proposed to ensure consistency with the adjoining development to the east.

It is emphasised that the proposed zero-metre to the northern and western boundary is consistent with the recommendations of the 2036 Plan. **Figure 32** illustrates the proposed ground level setback along Pacific Highway.



Figure 32 Proposed ground level setback to Pacific Highway to enable colonnade

Source: DKO Architects

Eastern Setback (New Hope)

The following setbacks are proposed to the eastern boundary:

- **Ground Level:** 0 metres
- **Level 7 to Level 10:** 6 metres
- **Level 11 and above:** Varying setback between 12m to 20m due to the pivot in the eastern elevation.

As further described in **Section 7.2**, the proposed development provides an appropriate setback to the eastern boundary that is generally consistent with the Apartment Design Guideline.

Southern Setback (Nicholson Lane)

A 1.2 metre setback is proposed to the southern boundary for the majority of the building. However, the eastern building form adopts a stepped setback from Level 37 to Level 40. The following setbacks are proposed to the southern boundary:

- **Ground Level:** 0 metres
- **Level 11:** 1.2 metres
- **Level 37:** 2.7 metres
- **Level 38:** 8.2 metres
- **Level 39:** 14.7 metres
- **Level 40:** 21.7 metres

The abovementioned setbacks have been implemented to ensure that no net additional overshadowing is proposed to Newlands Park. It is noted that the western building form will not be any further setback than 1.2m from the southern boundary. **Figure 33** below provides an excerpt of the eastern elevation, illustrating the stepped setback on the eastern building form.

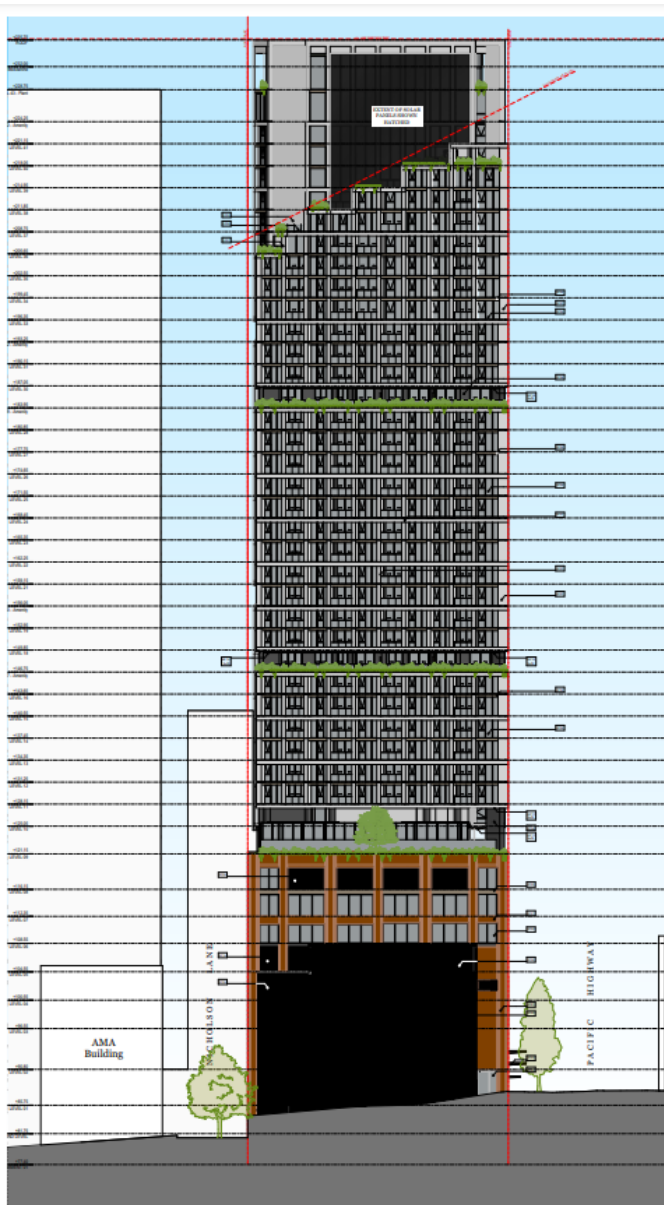


Figure 33 Proposed eastern elevation

Source: DKO Architects

7.2 Environmental Amenity

7.2.1 Overshadowing

It is clear in the 2036 Plan that a key consideration is the shadow impacts to surrounding development and significant public places.

The 2036 Plan particularly focuses on retaining solar access to public open space, valued streetscapes, and residential areas. The Plan requires that new development within the area does not produce substantial additional overshadowing during 9am and 3pm in mid-winter (21 June). Of relevance to the Telstra Exchange site is Newlands Parks, located approximately 600m south-west of the site.

It is noted that the location of the site within a highly urban context, and the prevalence of other tall towers surrounding the site, most areas to the south are already overshadowed, including the northern portion of Newlands Park.

The DKO analysis demonstrates that there is no additional overshadowing to Newlands Park generated by the building envelope. **Figure 34** below illustrates the detailed overshadowing analysis which shows adherence to the 10:05am solar plane on June 21.

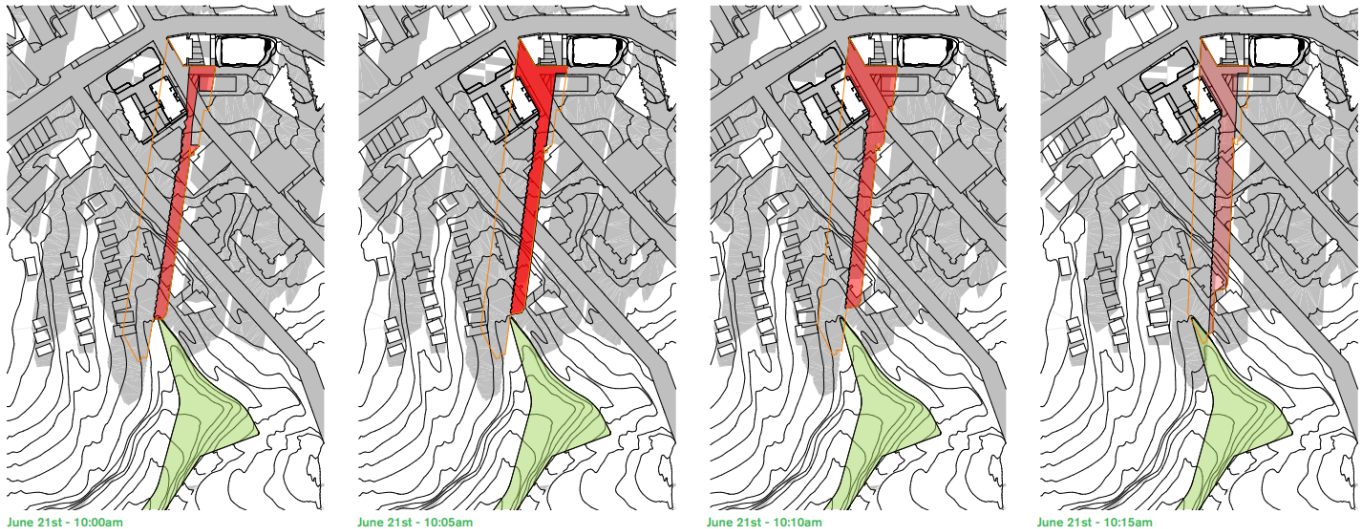


Figure 34 Proposed overshadowing to Newlands Park on the 10:05am solar plane

Source: DKO Architects

7.2.2 Reflectivity

The Architectural Design Report prepared by DKO Architects at **Appendix H** considers the solar reflectivity of the proposed development. Due to the utilisation of a range of different materials, the solar reflectivity effects are anticipated to meet the relevant Australian Standard.

However, in order to accurately account for the effects of solar reflectivity, it is noted that computational simulations and analysis will be undertaken for the development to quantify the visual glare potential, and provide appropriate mitigation strategies where specular reflectance is found to exceed a veiling luminance of 500 cd/m² and also impacting drivers on the surrounding street network.

7.2.3 Wind Impacts

A Pedestrian Wind Environment Assessment has been prepared by RWDI and is included at **Appendix L**. The purpose of this assessment was to determine the impact of the proposal on pedestrian comfort and safety at the ground plane, the podium, the amenity levels and rooftop terraces.

The report notes that the proposed development has implemented several positive design elements that significantly improve the wind conditions within and around the site, particularly, the use and location of awnings, podium, and tower articulation and the strategic setback at the north-western corner. On this basis, the wind conditions on the ground level of Pacific Highway and Nicholson Lane are found to be suitable for passive amenity throughout the year.

High wind activity anticipated along Christie Street in summer due to winds redirected by the neighbouring tower and the podium of the proposed building. To mitigate wind impacts along Christie Street during summer, landscaping elements are proposed at the southwest corner of the building.

The recommended mitigation measures are outlined in **Appendix D**.

7.2.4 Visual and View Impact

A Visual Impact Assessment (VIA) has been prepared by Ethos Urban (**Appendix M**), to identify, describe and assess the significance and reasonableness of the potential view loss of the proposed building envelope. The assessment considered private views from the residential apartment buildings at 2 Atchison Road, 10 Atchison Road, and 1 Sergeants Lane.

The methodology used by the VIA is derived from the international standard 'Guidelines for Landscape and Visual Impact Assessment' version 3 (GLVIA3), the NSW Land and Environment Court (LEC) planning principle for 'Views – general principles' established by Tenacity Consulting v Warringah Council [2004] NSWLEC 140.

The VIA concluded that view loss from the apartments at 2 Atchison Road, 10 Atchison Road and 1 Sergeants Lane is reasonable in the circumstances for the following reasons:

- The properties are in the core of St Leonards, a strategic centre that has been endorsed for significant built form and density uplift in the DPE's St Leonards and Crow's Nest 2036 Plan.
- Strategic and Statutory Plans, including the 2036 Plan, are clear in their intent to promote St Leonards as a Strategic Centre for job growth and housing diversity. This is reinforced by significant public investment in the locality, most notably the Crows Nest Metro Station, approximately 300m southeast of the site.
- Consistent with this, significant development has occurred recently that fundamentally changes the visual context of 2 Atchison Road, 10 Atchison Road and 1 Sergeants Lane. New buildings include both "The Landmark" and "88 by JQZ" towers, which are positioned either side of the site, and are comparable in scale and density to the proposed development.
- The 2036 Plan proposes that future buildings between 42 storeys and 50 storeys are located between the affected properties and the subject site. Future height compliance buildings on land between the affected properties and the subject site will either block or significantly reduce views towards and across the subject site.
- The volume of the site's LUIP envelope, being an articulation of the 2036 Plan, results in greater view loss from the Atchison Road apartments than that generated by the proposed SSDA envelope. Further, the additional height above 35 storeys proposed by the SSDA is not perceptible within the frame of viewing from the Atchison Road apartments and does not contribute to the loss of distant built form and water views generated by the LUIP and SSDA envelopes.

The view loss assessment concludes that the extent of view loss is insufficient to warrant redesign or refusal on merit grounds. Refer to **Appendix M** for further detail.

7.2.5 Residential Amenity

The proposed development seeks to provide a high standard of residential amenity to its tenants. Home, as the long-term owners and operators of the site, have a strong interest in tenant retention and the ongoing quality and desirability of their residential product.

As outlined in the Design Verification Statement provided at **Appendix H**, the proposal has been designed with consideration of the nine principles of the *State Environmental Planning Policy No. 65 – Design Quality of Residential Development* (SEPP 65) and its accompanying Apartment Design Guide.

While the proposed development generally satisfies the relevant guidelines, it is emphasised that Section 76 of the Housing SEPP states that certain elements of the ADG should be applied flexibly in build-to-rent housing to reflect the community-oriented nature of such developments.

An assessment of the proposal's consistency with the ADG objectives and design criteria is provided in **Table 18**.

Table 18 Assessment against the Apartment Design Guide

Objectives and Design Criteria	Commentary	Satisfies criteria
Part 3 Siting the Development		
3D Communal and Public Open Space		
Communal open space has a minimum area equal to 25% of the site.	The proposed development comprises 2,319m ² of communal space (139%), which will be entirely used by residents and will comply with the requirement.	✓ Yes
Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter).	More than 50% of the principle usable part of the communal open space receive sunlight access between 9.00am and 3.00pm during mid-winter.	✓ Yes
3E Deep Soil Zones		
Deep soil zones are to meet the following minimum requirements:	The site is located within a dense urban environment within St Leonards and therefore, the deep soil provision will not meet the ADG recommendation. It is noted that a total deep soil of	Justified

Objectives and Design Criteria			Commentary	Satisfies criteria												
<table border="1"> <thead> <tr> <th>Site Area</th> <th>Minimum Dimensions</th> <th>Deep Soil Zone (% of site area)</th> </tr> </thead> <tbody> <tr> <td>Less than 650m²</td> <td>-</td> <td rowspan="4">7%</td> </tr> <tr> <td>650m² – 1,500m²</td> <td>3m</td> </tr> <tr> <td>Greater than 1,500m²</td> <td>6m</td> </tr> <tr> <td>Greater than 1,500m² with significant existing tree cover</td> <td>6m</td> </tr> </tbody> </table>			Site Area	Minimum Dimensions	Deep Soil Zone (% of site area)	Less than 650m ²	-	7%	650m ² – 1,500m ²	3m	Greater than 1,500m ²	6m	Greater than 1,500m ² with significant existing tree cover	6m	37m ² is proposed, which equates to approximately 2% of the site. Despite this, the proposed development provides large areas of communal open space and areas for residential amenity which will accommodate appropriate landscaping. In addition, the proposal will not increase stormwater run-off or overland flow to surrounding sites or the public domain. The proposed deep soil provision is consistent with other residential developments in urban centre locations and is appropriate in the circumstances.	
Site Area	Minimum Dimensions	Deep Soil Zone (% of site area)														
Less than 650m ²	-	7%														
650m ² – 1,500m ²	3m															
Greater than 1,500m ²	6m															
Greater than 1,500m ² with significant existing tree cover	6m															
3F Visual Privacy																
<p>Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:</p> <table border="1"> <thead> <tr> <th>Building Height</th> <th>Habitable rooms and balconies</th> <th>Non-habitable rooms</th> </tr> </thead> <tbody> <tr> <td>Up to 12m (4 storeys)</td> <td>6m</td> <td>3m</td> </tr> <tr> <td>Up to 25m (5-8 storeys)</td> <td>9m</td> <td>4.5m</td> </tr> <tr> <td>Over 25m (9+ storeys)</td> <td>12m</td> <td>6m</td> </tr> </tbody> </table>			Building Height	Habitable rooms and balconies	Non-habitable rooms	Up to 12m (4 storeys)	6m	3m	Up to 25m (5-8 storeys)	9m	4.5m	Over 25m (9+ storeys)	12m	6m	<p>As illustrated in the setback diagram at Appendix G, minor non-compliances with the building separations are proposed internally.</p> <p>Where this is the case, adequate screening measures are proposed to mitigate visual privacy impacts in accordance with the intent of the design criteria.</p> <p>Further justification is provided in the section below.</p>	Justified
Building Height	Habitable rooms and balconies	Non-habitable rooms														
Up to 12m (4 storeys)	6m	3m														
Up to 25m (5-8 storeys)	9m	4.5m														
Over 25m (9+ storeys)	12m	6m														
3K Bicycle and Car Parking																
<p>For development on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre, the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less. The car parking needs for a development must be provided off street.</p>			The proposed residential carparking spaces are provided at a significantly lower rate than that required under both the Housing SEPP and the Lane Cove LEP.	✓ Yes												
Part 4 Designing the Buildings																
4A Solar and Daylight access																
<p>Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas.</p>			70% of all apartments in the proposed development receive at least 2 hours direct sunlight between 9am – 3pm at midwinter.	✓ Yes												
<p>A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid-winter.</p>			10% of all apartments in the proposed development receive no direct sunlight between 9am – 3pm at midwinter.	✓ Yes												

Objectives and Design Criteria	Commentary	Satisfies criteria												
4B Natural Ventilation														
<p>At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.</p>	<p>62% of all apartments are naturally cross-ventilated.</p>	<p>✓ Yes</p>												
<p>Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line.</p>	<p>The maximum depth of a cross-over or cross-through apartment does not exceed 18m.</p>	<p>✓ Yes</p>												
4C Ceiling Height														
<p>Measured from finished floor level to finished ceiling level, minimum ceiling heights are:</p> <table border="1" data-bbox="129 685 667 1261"> <thead> <tr> <th colspan="2" data-bbox="129 685 667 752">Minimum ceiling height</th> </tr> </thead> <tbody> <tr> <td data-bbox="129 752 344 797">Habitable rooms</td> <td data-bbox="344 752 667 797">2.7m</td> </tr> <tr> <td data-bbox="129 797 344 842">Non-habitable</td> <td data-bbox="344 797 667 842">2.4m</td> </tr> <tr> <td data-bbox="129 842 344 1025">For 2 storey apartments</td> <td data-bbox="344 842 667 1025">2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area</td> </tr> <tr> <td data-bbox="129 1025 344 1160">Attic spaces</td> <td data-bbox="344 1025 667 1160">1.8m at edge of room with a 30 degree minimum ceiling slope</td> </tr> <tr> <td data-bbox="129 1160 344 1261">If located in mixed use areas</td> <td data-bbox="344 1160 667 1261">3.3m for ground and first floor to promote future flexibility of use</td> </tr> </tbody> </table> <p>These minimums do not preclude higher ceilings if desired.</p>	Minimum ceiling height		Habitable rooms	2.7m	Non-habitable	2.4m	For 2 storey apartments	2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area	Attic spaces	1.8m at edge of room with a 30 degree minimum ceiling slope	If located in mixed use areas	3.3m for ground and first floor to promote future flexibility of use	<p>The proposed development adopts a ceiling height of 2.7m for habitable areas and 2.4m for non-habitable areas and therefore, compliance is achieved.</p>	<p>✓ Yes</p>
Minimum ceiling height														
Habitable rooms	2.7m													
Non-habitable	2.4m													
For 2 storey apartments	2.7m for main living area floor 2.4m for second floor, where its area does not exceed 50% of the apartment area													
Attic spaces	1.8m at edge of room with a 30 degree minimum ceiling slope													
If located in mixed use areas	3.3m for ground and first floor to promote future flexibility of use													
4D Apartment Size and Layout														
<p>Apartments are required to have the following minimum internal areas:</p> <table border="1" data-bbox="129 1480 667 1731"> <thead> <tr> <th data-bbox="129 1480 363 1541">Apartment Type</th> <th data-bbox="363 1480 667 1541">Minimum internal area</th> </tr> </thead> <tbody> <tr> <td data-bbox="129 1541 363 1585">Studio</td> <td data-bbox="363 1541 667 1585">35m²</td> </tr> <tr> <td data-bbox="129 1585 363 1630">1 bedroom</td> <td data-bbox="363 1585 667 1630">50m²</td> </tr> <tr> <td data-bbox="129 1630 363 1675">2 bedroom</td> <td data-bbox="363 1630 667 1675">70m²</td> </tr> <tr> <td data-bbox="129 1675 363 1731">3 bedroom</td> <td data-bbox="363 1675 667 1731">90m²</td> </tr> </tbody> </table> <p>The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m² each. A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m² each.</p>	Apartment Type	Minimum internal area	Studio	35m ²	1 bedroom	50m ²	2 bedroom	70m ²	3 bedroom	90m ²	<p>The proposed development comprises a mix of studio, one, two and three bedroom apartments, each designed to comply with the minimum internal area requirement.</p>	<p>✓ Yes</p>		
Apartment Type	Minimum internal area													
Studio	35m ²													
1 bedroom	50m ²													
2 bedroom	70m ²													
3 bedroom	90m ²													
<p>Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.</p>	<p>External glazing to all habitable rooms is greater than the minimum 10% required.</p>	<p>✓ Yes</p>												

Objectives and Design Criteria	Commentary	Satisfies criteria															
Habitable room depths are limited to a maximum of 2.5 x the ceiling height.	All habitable room depths comply with this control.	✓ Yes															
In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.	All apartments generally comply with the maximum 8m depths of apartments with open plan living.	✓ Yes															
Master bedrooms have a minimum area of 10m ² and other bedrooms 9m ² (excluding wardrobe space).	Bedrooms and master bedrooms have been designed to be equal to or greater than the minimum sizes required.	✓ Yes															
Bedrooms have a minimum dimension of 3m (excluding wardrobe space).		✓ Yes															
Living rooms or combined living/dining rooms have a minimum width of: <ul style="list-style-type: none"> • 3.6m for studio and 1 bedroom apartments • 4m for 2 and 3 bedroom apartments. 	All living rooms or combined/living dining rooms comply with the minimum width requirements.	✓ Yes															
The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts.	Cross through apartments are proposed with a minimum width of 4m.	✓ Yes															
4E Private Open Space and Balconies																	
<p>All apartments are required to have primary balconies as follows:</p> <table border="1"> <thead> <tr> <th>Dwelling Type</th> <th>Minimum Area</th> <th>Minimum depth</th> </tr> </thead> <tbody> <tr> <td>Studio apartment</td> <td>4m²</td> <td>-</td> </tr> <tr> <td>1 bedroom apartment</td> <td>8m²</td> <td>2m</td> </tr> <tr> <td>2 bedroom apartment</td> <td>10m²</td> <td>2m</td> </tr> <tr> <td>3+ bedroom apartment</td> <td>12m²</td> <td>2.4m</td> </tr> </tbody> </table> <p>The minimum balcony depth to be counted as contributing to the balcony area is 1m.</p>	Dwelling Type	Minimum Area	Minimum depth	Studio apartment	4m ²	-	1 bedroom apartment	8m ²	2m	2 bedroom apartment	10m ²	2m	3+ bedroom apartment	12m ²	2.4m	All balconies have been designed in accordance with this requirement.	✓ Yes
Dwelling Type	Minimum Area	Minimum depth															
Studio apartment	4m ²	-															
1 bedroom apartment	8m ²	2m															
2 bedroom apartment	10m ²	2m															
3+ bedroom apartment	12m ²	2.4m															
For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m ² and a minimum depth of 3m.	There are no proposed apartments at the ground or podium levels.	N/A															
4F Common Circulation and Spaces																	
The maximum number of apartments off a circulation core on a single level is eight.	<ul style="list-style-type: none"> • The development proposes between a minimum of 5 and a maximum of 10 units per level, which exceeds the design criteria of 8 per level. Notwithstanding, the proposed number of units per level is below the design guidance of a maximum of 12. • We note the DPE Fact Sheet Build-to-rent housing and flexible design which allows some flexibility on 4F Common Circulation Spaces. The proposed common circulation spaces will achieve good amenity and appropriately service all apartments on all levels. Each corridor has access to natural light and ventilation at the northern and southern ends. • Residents and visitors exiting the lifts will enter lobbies that are wider than typical lobbies at 3m, they well-lit and provide excellent city views to the north and south to the CBD. 	✓ Yes															

Objectives and Design Criteria	Commentary	Satisfies criteria										
For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40.	The number of units sharing a single lift exceeds 40. Despite this, the project is supported by a vertical transport consultant, which confirms that the wait times can be supported via a high-speed lift.	✓ Yes										
4G Storage												
<p>In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided:</p> <table border="1"> <thead> <tr> <th>Dwelling Type</th> <th>Minimum Area</th> </tr> </thead> <tbody> <tr> <td>Studio apartment</td> <td>4m³</td> </tr> <tr> <td>1 bedroom apartment</td> <td>6m³</td> </tr> <tr> <td>2 bedroom apartment</td> <td>8m³</td> </tr> <tr> <td>3+ bedroom apartment</td> <td>10m³</td> </tr> </tbody> </table> <p>At least 50% of the required storage is to be located within the apartment.</p>	Dwelling Type	Minimum Area	Studio apartment	4m ³	1 bedroom apartment	6m ³	2 bedroom apartment	8m ³	3+ bedroom apartment	10m ³	<p>Variations to the ADG storage requirements are proposed to provide a wider range of units to suit a broad range of tenants.</p> <p>Where storage is not wholly provided within the unit itself, the remainder is provided in the carpark via storage cages. In the instance where storage cages are required, at least 50% of the apartments storage is provided within the apartment itself. The total combined storage areas provided for each dwelling meets the minimum areas required.</p> <p>Refer to the storage assessment and diagram prepared by DKO Architects at Appendix G.</p>	Varied
Dwelling Type	Minimum Area											
Studio apartment	4m ³											
1 bedroom apartment	6m ³											
2 bedroom apartment	8m ³											
3+ bedroom apartment	10m ³											

Part 3F – Visual Privacy

Part 3F of the ADG sets minimum separation distances to be shared equally between neighbouring sites, in order to achieve reasonable levels of external and internal visual privacy. The proposal shares a common boundary with the Landmark building to the east and the AMA Building to the south. The proposed boundary separation distances are assessed below.

Interface with the Landmark

- Podium ground level – level 5: the proposed development will retain the zero-metre setback from the existing Telstra Exchange building to the common boundary, which replicates the Landmark setback and the recommended setbacks in the 2036 Plan. The boundary separation is consistent with the ADG design criteria.
- Podium levels 6-8: the proposed development will provide a 6m setback to the common boundary. Majority of the floor area will accommodate serviced apartments and therefore, the building separation exceeds the 4.5m required for non-habitable rooms. Furthermore, for the key worker housing units on Level 8 – only one apartment is located on the eastern façade and while the setback is slightly non-compliant, it is located on the corner of the building and has a primary outlook to the north along Pacific Highway.
- Tower level 10 – level 42: the boundary separation between the tower and the common boundary ranges between 20 metres at the Pacific Highway frontage and 12 metres at the south. The proposed separation exceeds the minimum 12 metre separation required by the ADG for most of the common boundary. It is noted that Landmark was approved and constructed with a 7 metre separation to the common boundary which is not compliant with the ADG; and as a result the Landmark borrows amenity from the Home site to achieve reasonable building separation and visual privacy.

Interface with the AMA House

69 Christie Street is an existing commercial building, comprising the AMA House and is currently built to a height of seven storeys. The current height limit is 36 metres for this building.

New Hope was approved with a nominal setback to 69 Christie Street (0-3m, varying due to the wavy architectural form of the building). To address the interface issues with 69 Christie Street, the applicant put forward the following points:

- 69 Christie Street is already setback 12m from the boundary to New Hope.
- The maximum height of 69 Christie Street is 36m, and the proposed development cannot be expected to speculate on what the future height limit may be.
- Non-residential uses were provided to a height of 36m, eliminating any possible interface issues should 69 Christie Street be redeveloped to the current height limit.

In approving New Hope, the Sydney North Planning Panel noted the following (taken from the Statement of Reasons):

“The Panel also considered the objection of the owners of 69 Christie Street, the main of which was that the proposed building will reduce the residential potential of the site. The Panel notes that the current zoning of 69 Christie Street prohibits residential development and that the site is in the commercial core. The Panel cannot speculate what future planning controls might be and must be guided by the current controls. Moreover, in order to address the concerns of 69 Christie Street, the subject development would have to substantially increase its setback from the rear boundary, which would result in a significant reduction of its own development potential as permitted by the current controls”.

For the Telstra Exchange site, it is proposed to mirror the approach taken by New Hope by providing a zero setback to 69 Christie Street at the ground level, and providing residential uses above the current maximum height of 69 Christie Street (36 metres). 69 Christie Street is already limited by the approach taken by the approved New Hope development. That is, 69 Christie Street cannot reasonably redevelop to a height above 36 metres without resulting in unacceptable impacts to New Hope.

As such, a zero setback to the south at the ground level would not further reduce the future redevelopment potential of 69 Christie Street, which is a continuance of the existing, approved, position of the determining authorities. Further, setting back from 69 Christie Street would:

- Significantly limit the development potential of the Telstra Exchange site, and combined with the other constraints on the tower floor plate, would prevent a viable floor plate from being achieved – thus completely sterilising the development potential of a site already significantly constrained by other factors;
- Reduce the opportunity for active retail fronting Christie Lane; and
- Result in an incongruous building line and inconsistent public domain.

A zero-metre setback to 69 Christie Street with podium non-residential uses is considered appropriate. It is noted, however, that the tower will be setback from the commercial podium to ensure an adequate building separation for the residential apartments from Level 9 and above.

7.3 Building Code of Australia

A BCA Report has been prepared by Steve Watson & Partners (**Appendix J**) to review the capability of the proposed design to meet the requirements of the Building Code of Australia 2022 (BCA). Overall, it is considered that the design is generally capable of meeting the deemed to satisfy provisions and performance requirements of the BCA.

7.4 Accessibility

An Accessibility Design Review Report has been prepared by ABE Consulting and is attached at **Appendix K**. Upon review of the development, ABE found that compliance with accessibility requirements, pertaining to external site linkages, building access, common area access, sanitary facilities and parking can be readily achieved.

7.5 Safety, Security and Management

A Crime Prevention Through Environmental Design (CPTED) Report has been prepared by Harris and is provided at **Appendix N**. The review identifies the potential crime concerns in and around the site and provides recommendations to guide crime prevention, safety and security arrangements as part of the detailed design of the development.

The report includes a detailed assessment, which comprises:

- A review of the Safer by Design Manual by the NSW Police Force.
- Collection and analysis of local and NSW State crime statistics from Bureau of Crime Statistics and Research (BOSCAR).
- A crime risk assessment, in accordance with the current NSW Policy and practice, of matters of territorial definitions, natural surveillance, lighting and technical supervision, environmental maintenance, access control, activity support and space management, and design, definition, and designation.

The CPTED Report outlines recommendations, which are summarised and provided in the Mitigation Measures at **Appendix D**. Subject to their implementation, the proposed development is capable of achieving CPTED objectives. Harris concludes that the proposed development will make a positive contribution to the Lane Cove LGA's broader 'community safety' objective.

7.6 Landscaping and Public Space

7.6.1 Tree Removal and Retention

An Arboricultural Impact Assessment has been prepared by EcoLogical (**Appendix O**). The report assessed the tree retention value and impacts of 22 trees within 15m of the proposed works. The proposal requires the removal of nine (9) trees as the construction will encroach into the tree protection zones and structural root zones.

The tree removal will be mitigated by planting six (6) trees along the Pacific Highway and Christie Street frontages, along with several other smaller planter boxes and vegetation planting throughout the building.

Tree protection and management measures are provided within the Arboricultural Impact Assessment and are summarised in the Mitigation Measures at **Appendix D**.

7.6.2 Landscaping

As described in **Section 4.8**, the proposed development's landscaping scheme has been designed to complement the design integrity of the buildings and contribute to the character of the St Leonards Precinct, while also placing a strong focus and emphasis on Connection with Country. The landscaping objectives and vision is further detailed in the Landscape Design Report provided at **Appendix I**.

In response to the SEARs, the proposed landscape scheme incorporates the following key components to help the development thrive to achieve the overall design vision.

- **Contribution to long term landscape setting:** The long-term landscape setting will be maintained through the planting of native and endemic species and the utilisation of diverse landscaping materials throughout the building, creating vertical villages for communal amenities. The proposed landscaping will assist in reducing the bulk and scale of the building, while minimising the visual impacts of the proposed development from the streetscape and the neighbouring buildings.
- **Urban heat island effect:** The retention of mature trees to the street frontage, as well as the planting of additional trees works to reduce solar impact to the lower levels. Additionally, a range of lighter coloured materials have been considered to all outdoor areas, which assists in reducing the urban heat island effect.
- **Tree canopy cover:** The development proposes to plant 6 new trees, as well as several small, containerised trees throughout the site and the landscaped areas, which will create amenity and on street shade for pedestrians.
- **Green infrastructure:** The use of native vegetation species has been implemented to all outdoor areas significantly increasing the plant density on site, providing quality outdoor amenity whilst contributing to the biodiversity of St Leonards.
- **Deep Soil:** Given the proposed development covers majority of the site area, minimal deep soil is proposed at a rate of 2%. Notwithstanding, the proposed development provides large areas of communal open space and areas for residential amenity which will accommodate appropriate landscaping.

7.7 Sustainability

An ESD Report has been prepared by Stantec and is included at **Appendix R**. This report outlines the relevant sustainability principles and targets applicable to the site, as well as how the proposed development will meet the relevant industry recognised building sustainability and environmental performance standards.

The following outlines a summary of the key sustainability targets of the proposed development:

- Reduce embedded (upfront) emissions by 30%
- Zero fossil fuel use
- 5 Star GreenStar rating
- 5 Star NABERS Energy
- Net carbon neutral in operation
- Achieve passive thermal comfort aligned with CIBSE TM59 for all units.
- Target minimum 15% landscaping of the project site area.
- Create a sustainable and water efficient design

- Capture rainwater from non-trafficable roof surfaces
- Reuse harvested rainwater for landscape irrigation and cool tower
- Facilities for nutrient recycling compost capture and recycling
- Facilities to encourage active personal transport including car share and bike share with EV charging provisions.

Further detail on the proposed sustainability measures, including principles, project commitments and opportunities under consideration are provided within the ESD Report at **Appendix R**. Any recommendations outlined within the report are addressed in the Mitigation Measures at **Appendix D**.

7.8 Transport and Access

A Traffic and Parking Assessment has been prepared by TTPA and is provided at **Appendix U**. A summary of the assessment and mitigation measures is provided below and at **Appendix D**.

7.8.1 Operational Traffic

Vehicular Access Arrangements

Vehicles will enter and exit the site from Christie Street via a two-way driveway in a forward direction. No direct access is proposed via Pacific Highway.

The driveway will divide within the site to comprise a one-way clockwise circuit on the Lower Ground Level providing access to the three loading docks, a set-down/pick up bay with waiting lounge, and separate ingress and egress to a car stacker.

Traffic Generation

The TfNSW Development Guidelines (TDT2013/4b) specify peak traffic generation rates for both commercial and residential developments. However, the report notes that these surveyed sites are based on development with significantly higher parking numbers and that are not located within proximity to railway stations.

As such, TTPA have calculated traffic generation using comparable sites in surrounding suburbs that are all close to railway stations. The following rates have been applied:

- 0.04 and 0.09 vehicle trips per hour / per apartment in the AM and PM peak (respectively); and

On this basis, the projected worst case total traffic generation resulting from the proposed development is approximately 14 vehicle trips per hour with a 50/50 split in and out. The report also notes that there will be negligible additional movements generated by taxi, drop-off/pick-up, and service vehicle trips.

The assessment concludes that the projected traffic generation is minor and will not result in any perceptible traffic implications particularly when considering the existing traffic movements. Therefore, TTPA have stated that there will be no need for any additional measures to mitigate the traffic impacts of the proposed development other than those proposed in the 2036 Plan.

Car Stacker

The proposal includes an automated car stacking system located on three storeys within the podium. The system will accommodate the standard car parking spaces, accessible parking spaces and electric vehicle charging stations. The car ingress lift module will be programmed to automatically return and dwell on the Lower Ground level to facilitate the ingress of cars while the egress lift module will automatically return to the stack to facilitate the egress of cars. Each lift module will accommodate a turn table. Further details are provided in **Appendix U**.

Car Parking

The proposed development will provide a total of 48 car parking spaces, including 28 residential spaces and 19 short term accommodation spaces, and 1 car share space.

The proposed residential parking provision accords with Housing SEPP requirements. It is noted that the proposed number of commercial and retail spaces is lower than the Lane Cove DCP rate, which would require approximately 45

spaces. The reduction in commercial parking spaces is appropriate given the site's proximity to public transport and the reduced impact it will have on traffic movements and congestion in the area.

Bicycle Parking and End of Trip

The proposed development provides a total of 112 bicycle parking spaces located on the Upper Ground Level, including 99 residential spaces and 9 short term accommodation spaces, and 4 retail spaces. These spaces will be supported by high-quality end of trip facilities, including showers, changerooms, toilets, and personal lockers.

The assessment confirms that the bicycle parking provision is considered reasonable and suitable for the proposed use within the St Leonards precinct.

Loading and Service Arrangements

The proposed development includes three loading bays on the lower ground level. The bays are designed to accommodate trucks up to 8m in length (including Council's 6.8m small waste vehicle). Due to the constraints imposed by the retention of the Telstra infrastructure it is not possible to accommodate larger vehicles. TTPA anticipate that a Dock Management Plan will be required. Swept analysis paths are provided and further detailed in **Appendix U**.

7.8.2 Construction Traffic

An indicative Construction Traffic Management Plan is provided with the Traffic and Parking Assessment. The CTMP outlines the indicative time frame for each stage, proposed works zone, predicted truck types and movements, onsite workers, and traffic control measures. The CTMP will be finalised once the builder has been engaged to construct the building.

7.8.3 Green Travel Plan

A Green Travel Plan (GTP) has been prepared by TTPA and is included at **Appendix V**. The GTP provides a series of measures aimed at promoting sustainable travel and reducing reliance on the private car. The following measures and initiatives are proposed to encourage more sustainable travel modes:

- Appoint a Travel Plan Coordinator (TPC) to ensure the successful implementation and monitoring of the GTP.
- Create a site-specific GTP website and an introduction to the GTP, setting out its purpose and objectives.
- Encourage the use of shared cars.
- Implement a bicycle share membership plan such as Lime, Mobike and oBike.
- Maintain the bicycle spaces for residents, tenants and visitors in good order.
- Provide toolkits, including puncture repair equipment and bicycle pumps and a bicycle repair station.
- Promote bicycle-friendly shops in St Leonards. A loyalty card program could be organised between staff who cycle and cafes/shops.
- Provide good quality, accurate and useful directional signage to promote walking and cycling is essential and it is proposed that this is provided stating times to destination in minutes taken as well as distances in half kilometres.
- Provide a newsletter or email service with links to public transport travel information and car share sites, Live NSW traffic and public transport conditions to ensure that travel information is always up to date.
- Provide interactive timetables on-site to promote public transport usage.
- Provide a Transport Access Guide (TAG) to every residential staff and regular visitors. The TAG should include public transport timetables, stop/station locations, walking times/distances, etc.
- Implement a rideshare system, which could include encouraging residents and staff to participate in a peak-hour carpooling club to drive to a nearby station (with higher train frequencies) or common work location during the peak hours. This may be coordinated by a 'transport champion,' an appointed worker, building manager, or formally appointed TPC.
- Provide an access pack to all new residents/tenants/staff, including the transport access guide, the free opal cards, free car share membership, and information on sustainable travel facilities and initiatives. The welcome pack will not only include the TAG and brochure, which would give detailed information about how to travel to and from the site by means other than the car but also an information sheet explaining how to use the facilities/incentives provided.
- All apartments will be provided with high-quality NBN telecommunication points, which will provide residents with the opportunity to "work from home" or "study from home," thus reducing the need to travel.

- A half-yearly newsletter could be provided for up to two years after occupation bringing the latest news on sustainable travel initiatives in the area.

7.9 Noise and Vibration

A Noise and Vibration Impact Assessment has been prepared by Pulse White Noise Acoustics (PWNA) and is included at **Appendix W**. The report includes an assessment of the potential noise and vibration impacts during the construction and operation of the proposed development. The surrounding noise sensitive receivers are illustrated in **Figure 35** below.

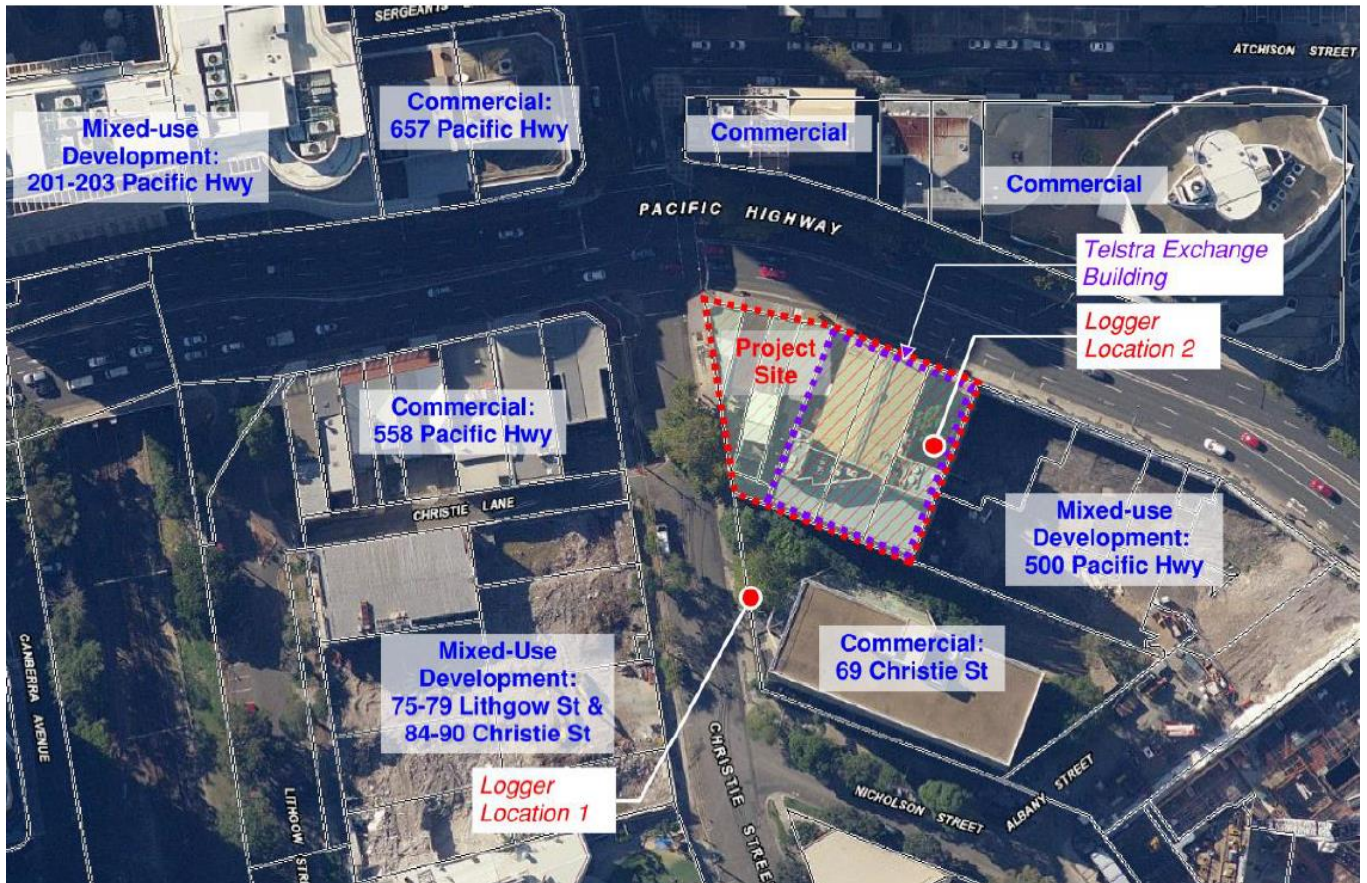


Figure 35 Surrounding Noise Sensitive Receivers

Source: PWNA

7.9.1 Operational Noise and Vibration

The proposed development is located adjacent to the Pacific Highway, the T1 Northern Line and future Sydney Metro. It is noted that the ground-borne noise levels at the lowest floor level are not expected to exceed 35 dB $L_{A_{Smax}}$.

Overall, it is noted that compliance will be achieved with the relevant ground-borne noise level criteria. As compliance is likely to be achieved with the ground-borne noise level, it is also likely that compliance will be achieved with the vibration criteria for human comfort provided under the guideline, ‘Assessing Vibration – A Technical Guideline’.

The assessment concludes that:

“the required sound insulation performance of the façade constructions, including external windows, to ensure that the future internal noise levels comply with the relevant internal noise level criteria (i.e. Australian Standard AS2107:2016, the Department of Planning Development Near Rail Corridor and Busy Roads – Interim Guideline). Provided the recommended constructions detailed in this report are included in the construction of the project and further developed, the required internal noise levels will be achieved.

External noise emissions from the site have been assessed and detailed in accordance with the NSW Environmental Protection Authority’s Noise Policy for Industry. The future design and treatment of all building

services associated with the project can be acoustically treated to ensure all noise emissions from the site comply with statutory conditions.”

As such, the ongoing operation of the proposed development is supportable on noise and vibration grounds.

7.9.2 Construction Noise and Vibration

While no detailed construction program is confirmed at this stage, the report has assumed construction and demolition tasks, along with the equipment likely to be used and their sound power and vibration levels. As such, noise and vibration levels have been predicted and assessed against the relevant construction noise criteria. The report outlines conceptual management procedures and measures including a recommendation to prepare a construction noise and vibration management plan to address the impact of construction activities. The recommended mitigation measures are summarised in **Appendix D**.

7.10 Geotechnical

A Geotechnical Investigation Report has been prepared by Douglas Partners and is included at **Appendix X**. The report considers the suitability of the proposed building envelope, and a range of potential uses in relation to the geotechnical implications. The investigation included drilling of one (1) borehole and laboratory testing of selected samples. The borehole encountered the following:

- Fill – comprising slightly sandy clay with charcoal, shells, bricks, steel, etc. to a depth of about 1.2m underlying the concrete driveway slabs;
- Shale and Laminate – dark grey and grey, very low and low strength shale and laminate was encountered from about 1.2m to a depth of about 8.4m. The rock comprised fractured, highly fractured and fragmented domains with three typical sets of joints;
- Sandstone – the borehole encountered fine grained, pale grey sandstone with carbonaceous laminations, highly weathered and of low to medium strength from a depth of about 8.4m to about 10.65m. High strength, slightly weathered to fresh sandstone, slightly fractured with some laminations, was encountered from about 10.65m to the depth of investigation at 13.73m; and
- Groundwater – no seepage was noted while augering to a depth of 2m. The use of water as a drilling fluid during diamond coring precluding measurement of the groundwater level during the core drilling of the boreholes. Long term groundwater level monitoring was not included in the geotechnical investigation.

The lowest basement floor level of the proposed development is RL 77.4m. It is anticipated that the construction of the basement would require excavations to a variable depth of 4.5m along the southern boundary and about 9m along the site boundary with Pacific Highway. It is noted that deeper detailed excavations may be required for lift shafts and service trenches.

Based on the analysis, it was concluded that bulk excavation and the proposed basement will not have a significant impact on the groundwater system in the area. The report outlines mitigation measures, which have been summarised at **Appendix D**.

7.11 Contamination and Hazardous Materials

A Preliminary Site Investigation has been prepared by eiaustralia (**Appendix BB**). Its key findings and conclusions are that:

- The site is not reported as being subject to regulation in relation to environmental impacts, as documented in the NSW EPA/OEH public registers.
- There will be exposure to certain contamination sources during and after the site redevelopment process.
- Any site contamination is unlikely to prevent the site from being redeveloped into any future land use including more sensitive land uses.
- A hazardous materials survey of the current structures at the site should be conducted prior to any demolition works.

An Asbestos and Hazardous Materials Assessment has been undertaken by Tetra Tech Coffey (**Appendix EE**). The risk rating for the presence of asbestos and hazardous materials within the existing structures on site is as follows:

- Asbestos containing materials: Low – Very Low

- Lead based paint: Low – Very Low
- Lead containing dust: High – Low
- Synthetic Mineral Fibres: Very Low
- Polychlorinated biphenyls: Very Low
- Ozone Depleting Substances: Very Low

Tetra Tech Coffey make a series of recommendations for handling any asbestos and hazardous materials during the demolition and constructions process. They recommendations are included as mitigation measures at **Appendix D**.

7.12 Water Management

A Stormwater Management Report has been prepared by Robert Bird Group and is included at **Appendix Z**. This report details the stormwater strategy for the site, which has been prepared in accordance with the Lane Cove DCP.

An on-site detention tank will be provided at lower ground level with a volume of 42m³ and with a permissible site discharge of 23.4L/s for storms up to 1% AEP. The OSD tank will discharge to the Christie Street kerb via 2 x 100mm x 75mm RHS steel pipes. It is noted that stormwater quality treatment will be provided within the OSD tank where required to meet the relevant requirements.

The discharge rate is only 47% of the allowable maximum discharge, therefore, no adverse impacts on downstream properties is anticipated. The existing properties that form the proposed development discharge direct to kerb with no existing on-site detention or stormwater quality treatment, and as such, the development is expected to provide a reduced impact on the Council's existing stormwater system. Further detail is provided in the Civil Drawings at **Appendix Y**.

7.13 Flood Impact

A Flood Risk Assessment has been prepared by Robert Bird Group and is provided at **Appendix AA**. Based on the assessment of the conditions for the site and according to the adopted existing North Sydney Council Flood Study 2017, the proposed development is outside of the existing flood zones including 1% AEP and PMF floods. Therefore, the report confirms that a detailed floor impact study is not required for this proposed development.

7.14 Waste Management

7.14.1 Operational Waste Management

An Operational Waste Management Plan (OWMP) has been prepared by Elephants Foot and included at **Appendix CC**. It has been prepared in line with the Lane Cove Development Control Plan, as well as a range of waste management guidance at a local, state and federal level. The report outlines waste generation estimates for each proposed land use, which have been calculated based on generic waste and recycling rates. Based on these calculations, the report recommends bin sizes, quantities, and collection frequencies, which are summarised in **Table 19** below.

Table 19 Bin Summaries

Land Use	Waste Type	Bin Summary
Residential	General Waste	17 x 660L MGBs collected 1 x weekly
	Commingled Recycling	9 x 660L MGBs collected 1 x weekly
	Cardboard / Paper recyclables	9 x 660L MGBs collected 1 x weekly.
	Service Bins	2 x 660L MGB
Commercial and Retail	General Waste	3 x 1100L MGBs collected 3 x weekly
	Commingled Waste	1 x 1100L MGBs collected 2 x weekly
	Cardboard / Paper recyclables	2 x 1100L MGBS collected 2 x weekly.

The proposed development has been designed accordingly to accommodate the above recommendations. The areas allocated for waste storage and collection areas are detailed in **Section 4.13** of this EIS. Refer to **Appendix CC** for further detail on management strategies. Any mitigation measures outlined are also iterated in **Appendix D**.

7.14.2 Construction Waste Management

A Construction and Waste Demolition Management Plan (**Appendix DD**) has been prepared by Elephants Foot to assess the volumes and management of waste during the construction phase of the project. The report identifies the type, volume and disposal methods for all waste material during the demolition and construction phase. It also provides site-specific operational methods around training and inductions, materials selection and ordering, waste avoidance opportunities, and relevant site procedures to ensure waste is appropriately disposed. The report also recommends the location and design of waste management facilities on site.

All relevant mitigation measures relating to construction and demolition waste have been incorporated into the Mitigation Measures at **Appendix D**.

7.15 Heritage

7.15.1 Aboriginal Cultural Heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by COMBER and is included at **Appendix FF**. The ACHAR documents the process of investigation, Aboriginal community consultation and assessment with regards to Aboriginal cultural heritage.

The assessment has been prepared in accordance with the *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW* (OEH [now DPE], 2010), the *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (DECCW [now DPE], 2010), and the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (DECCW [now DPE], 2010).

A four-stage consultation process with Aboriginal stakeholders and interested parties was undertaken in 2022. A total of 11 Registered Aboriginal Parties (RAPs) expressed their interest in being involved in the consultation process for the site. Based on the consultation, a draft ACHAR report was prepared and provided to all RAPs for feedback and comment on 26 August 2022. Four responses were received from RAPs, which were all supportive of the recommendations made and as such, no amendments were required.

No specific cultural significance was identified in the study area by any of the RAPs. All archaeological and intangible cultural heritage sites are considered highly significant to Aboriginal people, but the study area is not considered to hold any specific cultural significance.

The report concludes that no surface artefacts were identified within the study area and that the site is not considered to have potential for subsurface deposits due to the high level of disturbance across the site. Therefore, on this basis, it is not considered likely that the proposed works would impact on Aboriginal cultural heritage values within the site.

Based on the results of the Aboriginal cultural heritage assessment, COMBER have recommended mitigation measures, which are detailed in **Appendix D**.

7.15.2 European Heritage

A Statement of Heritage Impact (SoHI) has been prepared by COMBER and is included at **Appendix GG**. The SoHI assesses the potential for direct or indirect impacts on items of heritage significance. The report confirms that the subject site:

- Does not hold any heritage significance.
- Does not contain any archaeological potential.
- Will not have an adverse impact on any item or place of heritage significance in the surrounding area.

The SoHI concludes that the proposed development is a positive addition to the streetscape in this location and therefore, no mitigation measures are required to address heritage impacts.

7.15.3 Archaeological Heritage

A Historic Archaeological Assessment (**Appendix HH**) was undertaken by COMBER to determine the archaeological potential of the site, to assess the significance of any identified or potential historical archaeological items and to investigate the potential impact of the proposed works on those archaeological items.

The four retail buildings to be demolished and the Telstra Exchange building, were found to not contain archaeological potential or heritage significance.

The report concludes that historical archaeological relics of local or state significance are not expected within the site. Therefore, there is no requirement for any further assessment, test excavation or monitoring. Mitigation measures relating to inductions and unexpected finds during construction are included at **Appendix D**.

7.16 Aviation Impacts

An Aeronautical Impact Assessment has been prepared by AVLAW (**Appendix KK**) to support the proposed development and as well as applications to Sydney Airport Corporation Limited (SACL) for controlled activity approvals. The proposed development seeks the construction of a high rise building to a maximum height of 235.75m AHD, with all plant and ancillary features captured within this envelope. Temporary crane activity will reach a height of 241.75 AHD.

As such, AVLAW confirms that the both the permanent structure and temporary crane will penetrate the Obstacle Limitation Surfaces (OLS) and therefore, will trigger activation safety assessment by Sydney Airport Corporation Limited (SACL), Civil Aviation Safety Authority (CASA), and Airservices Australia.

The report notes that the building should receive approval as it will not penetrate the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) or the Radar Terrain Clearance Chart (RTCC) and therefore, will not penetrate any defined flight operational surfaces and will not adversely affect the safety, efficiency, or regularity of operations at Sydney Airport.

Furthermore, it is noted that the helicopter operations in the vicinity of the site will also not be impacted by the permanent structure as the “North Shore” access lane is higher than the top of the proposed crane at a height of 304.8m AHD. As such, neither the building or the crane should have an adverse effect on safety of helicopter operations. Notwithstanding, AVLAW notes that a response should be sought from the RNSH and will need to be considered.

Overall, the report concludes that the proposal can be supported on aviation grounds.

7.17 Infrastructure and Utilities

An Infrastructure Report has been prepared and is provided at **Appendix JJ**. The report addresses the potential impact of the renewal of the site on the relevant services on the site, including any impacts on existing utility infrastructure and service provider assets, and any infrastructure upgrades required to facilitate the renewal.

Subject to the upgrade works detailed within the report and in **Section 4.5** of this report, the reports confirm that the proposed development can be sufficiently serviced by the existing infrastructure and utilities on the site.

7.18 Social Impact

A Social Impact Assessment (SIA) has been prepared by Ethos Urban and included at **Appendix II**. This SIA has been prepared in accordance with the *Social Impact Assessment Guideline for State Significant Projects (2021)*. The purpose of the SIA is to assess the impacts of the development, both positive and negative, for all stages of the project lifecycle for key stakeholders and the broader affected community.

Based on the assessment and results, the SIA identifies the following key challenges of the proposal:

- Managing and responding to any temporary construction impacts as they arise, noting the position of the site in the St Leonards town centre and adjacent to social infrastructure and pedestrian activity.
- Managing the social impacts of any potential wind impacts and overshadowing on Christie Street, in the context of surrounding development. It is understood that this impact is being actively mitigated through extensive streetscape improvements and careful consideration through leading practice urban design.
- Considering cumulative impacts of the densification and urban renewal of St Leonards. Enhancing social benefits and ensuring that density is accompanied by an increase of liveability, and designed sympathetically to social needs and community cohesion, will be key to managing St Leonards' transition. While this development in isolation does not bear the onus of addressing this cumulative impact, considering its role in the broader social context of St Leonards and Crows Nest will be important to ensure that outcomes on this site support the broader precinct's social sustainability.

The following highlights the significant social benefits that the proposal will deliver:

- Increased amenity and improvements to the daily way of life for residents of the site and the broader St Leonards Community. This has the potential to contribute to strategic policy goals encouraging the development of vibrant, liveable, and cohesive communities in transit-oriented development. This benefit is enhanced by the social infrastructure offerings for future residents of the site, and the wider community.
- Improving health and wellbeing outcomes for future residents of the site and the broader community, associated with leisure and recreation opportunities on-site and positive contributions to St Leonards urban amenity.
- Creating opportunities for community gathering, interactions, and the generation of cultural capital, associated with the delivery of coworking space and high-quality vertical neighbourhoods which encourage neighbours to meet and connect.
- Increased livelihood outcomes associated with the construction and operation phase. This has the potential to positively support livelihoods not just directly through job creation, but also extending to local businesses and the overall improvement to St Leonards as a social and economic node.
- Improved livelihood and way of life outcomes for future residents of the key worker units. This has the potential to provide 10 key workers and their household members with affordable housing near to their places of employment, reducing rental stress and/or long commute times.

Overall, the SIA concludes that the outcome, subject to appropriate mitigation of construction and operational impacts, will be positive. Temporary impacts during construction can be managed accordingly through implementation of relevant technical report recommendations, communications strategies, legislative requirements, and conditions of consent. Engagement with the local community and stakeholders during construction is strongly recommended to minimise impacts on accessibility, surroundings, health and wellbeing, and way of life.

Overall, it is considered that with a range of mitigation measures to manage any risks as well as enhance the positive benefits, the project is anticipated to bring significant public social benefits to the future residents of the site, as well as the broader community of St Leonards. A summary of the mitigation measures is provided at **Appendix D**.

7.19 Economic Impact

Ethos Urban has prepared an Economic Impact Assessment (EIA) (**Appendix MM**) in accordance with the SEARs. In order to address the potential economic impacts likely to result from the proposed development, the assessment considers the overall impact of the project, construction and ongoing employment generation (direct and multiplier), increased value-added output, additional expenditure generated by the project, and improved benefits to the surrounding community.

The proposed development will result in the creation of employment opportunities during both the construction and operational phases. Specifically, the project forecasted 1,090 new jobs during construction (250 direct and 840 indirect) and 70 new jobs during operation (40 direct and 30 indirect). The methodology for confirming employment opportunities is confirmed in the EIA.

As outlined within the assessment, the proposed development will deliver an array of economic benefits to the local community which are summarised in **Appendix MM**. In particular, the proposal will deliver a high amenity mixed use building that responds to the evolving needs of both residents and workers in St Leonards and the surrounding areas.

8.0 Project Justification

In general, investment in major projects can only be justified if the benefits of doing so exceed the costs. Such an assessment must consider all costs and benefits, and not simply those that can be easily quantified. As a result, the EP&A Act specifies that such a justification must be made having regard to biophysical, economic and social considerations and the principles of ecologically sustainable development.

This means that the decision on whether a project can proceed or not needs to be made in the full knowledge of its effects, both positive and negative, whether those impacts can be quantified or not.

The proposed development involves the redevelopment of the Telstra Exchange site in St Leonards. The assessment must therefore, focus on the identification and appraisal of the effects of the proposed change over the site's existing condition.

Various components of the biophysical, social and economic environments, as well as the proposal's alignment with the objects of the EP&A Act and other statutory instruments applicable to the site, have been examined in this EIS and are summarised below.

8.1 Ecologically Sustainable Development

The EP&A Regulation lists four principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle.
- Intergenerational equity.
- Conservation of biological diversity and ecological integrity.
- Improved valuation and pricing of environmental resources.

An analysis of these principles is provided below.

Precautionary Principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential impacts to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS and its supporting reports and studies have not identified any serious threat of irreversible damage to the environment and therefore, the precautionary principle is not relevant to the proposal.

Intergenerational Equity

Intergenerational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The proposal has been designed to benefit both the existing and future generations by:

- Ensuring the health, diversity and productivity of the environment are maintained through the implementation of passive and active design measures that reduce operational energy and water use from the project.
- Reducing energy, water and waste to ensure that the health, diversity and productivity of the environment is maintained for the benefit of future generations.
- Implementing safeguards and management measures to protect environmental values.
- Facilitating job creation in close proximity to homes and public transport.

The proposal has integrated short and long-term social, financial and environmental considerations so that any foreseeable impacts are not left to be addressed by future generations. Issues with potential long-term implications such as waste disposal would be avoided and/or minimised through construction planning and the application of safeguards and management measures described in this EIS and the appended technical reports.

Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration. The proposal would not have any significant effect on the biological diversity and ecological integrity of the study area.

Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Mitigation measures for avoiding, reusing, recycling and managing waste during construction and operation would be implemented to ensure resources are used responsibly in the first instance.

Additional measures will be implemented to ensure no environmental resources in the locality are adversely impacted during the construction or operational phases.

8.2 Environmental Planning and Assessment Act 1979 – Objects of the Act

This EIS has examined and considered all possible matters affecting or that are likely to affect the environment by reason of the proposed development. The project is consistent with the relevant Objects of the EP&A Act, as outlined in **Section 5.0**, and will not result in any unjust or significant environmental impact.

8.3 Environmental Planning and Assessment Act 1979 – Clause 4.15 Evaluation

The following section assesses the proposal against the relevant heads of consideration listed in Section 4.15 of the EP&A Act.

8.3.1 Environmental Planning Instruments

As described in **Section 5.0** the proposal is consistent with all relevant EPIs relating to the site, including:

- Environmental Protection and Biodiversity Conservation Act 1999.
- Environmental Planning and Assessment Act 1979.
- Biodiversity Conservation Act 2016.
- State Environmental Planning Policy (Planning Systems) 2021.
- State Environmental Planning Policy (Housing) 2021.
- State Environmental Planning Policy (Transport and Infrastructure) 2021.
- State Environmental Planning Policy (Industry and Employment) 2021.
- State Environmental Planning Policy (Resilience and Hazards) 2021.
- Lane Cove Local Environmental Plan 2009.

The Statutory Compliance Table at **Appendix B** outlines the relevant statutory requirements of each EPI and the location in the EIS where those requirements have been assessed. Those statutory requirements that are yet to be assessed in the EIS are addressed below.

8.3.2 EP&A Regulations

This EIS report has addressed the specification criteria within Section 190 and 192 of the EP&A Regulation. Similarly, the EIS has addressed the principles of ecologically sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious or irreversible environmental damage (see above). As required by Section 4.42 of the EP&A Act, no additional approvals will be required at this stage to enable the project.

8.3.3 Likely Impacts of Development

Social Impacts

The social impacts and benefits associated with the proposed development, include:

- The proposed mix of uses will continue to support the evolution of St Leonards as a mixed use precinct by providing a variety of uses within a central and strategic location to support residents and workers.
- Support existing and future infrastructure investment in the area, including leveraging the delivery of the Sydney Metro City and Southwest station at Crows Nest to support contemporary mixed use development that will serve the needs of a broad range of occupiers.
- The proposed BTR component of the project will support the need for more affordable and diverse housing options within St Leonards. Residential accommodation at this site will support the concept of transit oriented development, by enabling residents to live within a high amenity precinct that is well connected to transport.
- The Voluntary Planning Agreement to facilitate 10 key worker housing units will support the existing health and education uses within St Leonards and will support young professionals and key workers seeking to live close to their place of work.
- Contribute to the growth and evolution of St Leonards as a relevant and competitive precinct within broader metropolitan Sydney through the provision of short term accommodation, which is an important element of a well-performing CBD within a strategic centre.
- Enhance the public domain and streetscape through the provision of ground floor retail, which will improve walkability around the site.
- Residential activity at the subject site will support increased activation during work hours, but also after hours and on weekends. The additional activity generated by the proposed development would benefit the night time economy, and support people movements with flow on benefits to local businesses.
- Support the aspiration for 30-minute cities by providing employment and residential uses alongside public transport and complementary retail facilities, all within a strategic and easily accessible location.

Economic Impacts

The economic impacts and benefits of the proposed development include:

- The proposed development is anticipated to create additional employment in consultancy, construction and operation.
- The provision of build-to-rent housing will have a positive impact in that it will comprise premium rental properties, within in area where 60% of the dwellings are rented and apartments are the primary housing type.
- The proposal will capitalise on the economic investment of the future Crows Nest Metro Station

Biophysical Impacts

The environmental impact assessment of the development has demonstrated that:

- The development will generate limited environmental impacts, due to the existing high density urban context of the surrounding area.
- The development will not have significant impacts on any threatened flora or fauna species.

8.3.4 Suitability of the Site

Having regard to the characteristics of the site and its location, the proposed development is suitable for the site as it:

- Directly responds and aligns to the strategic vision and directions for the local area through the provision of a mixed-use build-to-rent development that is located within close proximity to major transport nodes.
- Provides a mix of uses that will enable the growth of both residents and works in a strategic area, reinforcing the role of St Leonards and Crows Nest as both a residential community and competitive employment market.
- Delivers high quality build-to-rent housing at a key site, improving housing stability and diversity in Sydney's Northern Suburbs as well as supporting the creation of a mixed use building;
- Proposes an appropriate scale, height and built form that is commensurate with the surrounding area and will significantly enhance the streetscape of St Leonards, without resulting in any major environmental impacts;
- Has been designed to be developed in a manner that minimises impacts on its surrounds and has been designed to in some respects improve the natural, historic, and environmental qualities of the site; and
- Will result in only minor environmental impacts that can be appropriately managed and mitigated.

8.3.5 Public Interest

The proposed development is in the public interest for the following reasons:

- It will facilitate the renewal of a significantly constrained and otherwise underutilised and undevelopable parcel of land at a critical location in St Leonards and will complete the missing piece on the streetscape of Pacific Highway and Christie Street.
- It provides an integrated mixed-use build-to-rent building in an evolving mixed-use precinct.
- Provides 10 key worker housing units – which is not a requirement of the State Government’s St Leonards Crows Nest 2036 Plan.
- It will create a viable commercial presence on the site, at a scale that will meet the future needs of permanent new jobs to support the medical and service-based future role of St Leonards.
- It will assist in enhancing and activating the streetscape through the implementation of high-quality architecture and landscaping.
- It will revitalise and embellish the public domain by proposing ground level retail, which will contribute to the public domain network in St Leonards as well as promote and encourage active transport.
- It will deliver new build-to-rent apartments and key worker housing, which will take advantage of this accessible location, proximity to services and existing and planned rail networks with direct connections to major employment destinations.

9.0 Conclusion

This Environmental Impact Statement (EIS) has been prepared to assess the environmental, social and economic impacts of the proposed mixed-use development, comprising build-to-rent housing, commercial and retail land uses. The EIS has addressed the issues outlined in the SEARs (**Appendix A**) and accords with Part 8 of the EP&A Regulations with regards to consideration of the relevant environmental planning instruments, built form, social and environmental impacts resulting from the proposed development. Appropriate mitigation measures have been identified to manage the impacts of the development through the construction and operational phases of the project.

The project is identified as having strong strategic merit, by delivering a contemporary and high-quality mixed-use development, comprising 282 build-to-rent apartments (including 10 key worker housing units), serviced apartments, and retail land uses. The project is consistent with the objectives of the strategic planning documents applying to the land, particularly the St Leonards and Crows Nest 2036 Plan.

Having regard to the biophysical, economic and social considerations including the principles of ecologically sustainable development, the carrying out of the project is justified for the following reasons:

- The proposal will facilitate the redevelopment of the site for the purposes of build-to-rent housing, accompanied by serviced apartments and retail land use, which will deliver important social and economic benefits to the community by contributing to housing diversity, stability and affordability for the increasing population as well as providing employment generating floor space in a highly accessible location;
- The proposal has been carefully designed to provide a contextual response to its setting and to minimise perceived bulk and scale impacts to the public domain and adjoining properties;
- The proposal is a high-quality architectural building and represents a significant improvement to the existing buildings which are underutilised and in poor condition;
- The proposed development is a high quality architectural design that will contribute to a safe, secure and active environment;
- The proposed development is a direct response to the strategic vision and objectives for the St Leonards precinct, particularly the St Leonards and Crows Nest 2036 Plan, which identifies the site for mixed-use development and significant uplift;
- The proposed development delivers on the opportunity for build-to-rent housing and key worker housing, which is encouraged and promoted within the area;
- The proposal represents a significant investment opportunity where it will provide a modern mixed-use development and will deliver a total of 250 construction jobs, and 40 operational jobs;
- The proposal will facilitate the delivery of an abundance of communal open space and amenity areas, as well as public domain improvements to the surrounding street network.
- The assessment of the proposal has demonstrated that the development will not result in any environmental impacts that cannot be appropriately managed and consistent with the relevant planning controls for the site; and
- The proposal is consistent with the principles of ecological sustainable development as defined by Section 190 of the *Environmental Planning and Assessment Regulation 2021*.

Given the merits described above, and the significant benefits associated with the proposed development it is recommended that the application be approved.